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Edited by Sir John Hammerton

SIXPENCE JUNE 11, 1943

'WE ARE CLOSING DOWN FOR EVER,' was Von Arnim's final message to Hitler just before the great Tunisian surrender. By May 13, 1943 not a single Axis soldier was left fighting in N. Africa, and a week later Gen. Eisenhower announced that the number of Axis prisoners taken in Tunisia since the break-through on May 5 was 224,000. Carrying sundry trophies, map-cases, and a pistol, his bayonet decorated with a white flag, this 1st Army man leads in his captives—Germans from the 334th Artillery Regiment. *Photo, British Official*

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

SINCE the collapse of the Axis in North Africa there has been a more complete cessation of land operations than at any time since the months following the fall of France. The lull is not likely, this time, to last so long, but there is a curious resemblance in reverse between the two situations.

Then, we were awaiting the invasion of Britain and Egypt ; now it is the invasion of Europe that is expected, with Britain and Egypt providing offensive bases. Then, while the armies remained inactive, the air war intensified with the battle for air supremacy being fought out across the English Channel, and with London and British industrial centres targets for bombers. Today the air war is again the main feature in the news; but the targets for bombers are Berlin and the war industries of Germany and Italy, while the battle for air supremacy as a prelude to invasion is being fought across the Mediterranean. Now it is the attacker not the defender that is winning. Now it is the Allies who have captured a great line of naval and air bases for their operations.

During the lull of 1940 Germany's Eastern front gave her no cause for anxiety, but now it is precisely there that her armies are most deeply committed. Then, she scoffed at the idea that American material aid could reach Britain in time to affect the issue even if it could run the U-boat blockade. Now she has learnt to her cost that it is not material aid alone that America can give, and in spite of all her efforts the U-boat is becoming a dwindling asset.

TUNISIA When I last wrote we had not yet fully learnt the extent of the Tunisian victory, nor about some of its most amazing features. It seemed probable then that the Axis forces might be found to have been weaker than had been estimated and that a proportion of their troops might have been evacuated.

Yet, on the contrary, it has now been proved by the numbers of prisoners and booty captured that the enemy's numerical strength was greater than expected, that he was not seriously short of munitions or supplies, and that, far from having evacuated part of his force, he had received substantial reinforcements shortly before disaster overtook him.

It is true that some of his detachments were isolated, and may have run short of supplies, after Alexander's initial breakthrough had dislocated central control. But a large section of his force, facing the 8th Army, was intact and had not been heavily engaged.

Von Arnim had undoubtedly been misled and outmanoeuvred by Alexander and had lost control ; but that does not excuse the astounding collapse of German morale or the lack of initiative shown by almost all subordinate commanders.

In spite of the magnificent energy and dash displayed by our armour in exploiting success in the capture of Hammamlif and the drive to Hammamet it is abundantly evident that, but for the breakdown of morale and failure in initiative, the Germans might still be holding a very strong position in the Cape Bon peninsula. Whether the collapse of morale was due to the withdrawal of the Luftwaffe and the consequent undisputed air supremacy established by the Allies, or to a refusal to make ruthless sacrifice of life on the Stalingrad pattern, is not yet clear. It may have been due mainly to a sudden loss of faith in German invincibility.

THEY FOUGHT IN TUNISIA

The Lancashire Fusiliers, Hampshire Regiment King's Own Yorkshire Light Infantry, Argyll and Sutherland Highlanders, The Black Watch, London Irish Rifles, Buffs, Royal Irish Fusiliers, Seaforth Highlanders, Lincolnshire Regiment, East Surrey Regiment, York and Lancaster Regiment, Royal Inniskilling Fusiliers, Gordon Highlanders, Northamptonshire Regiment, Cameron Highlanders, and Royal West Kent Regiment.

Both Regular and Territorial units of various regiments have been fighting, and it must not be forgotten that the Brigade of Guards took a great part in the campaign, as well as the Royal Regiment of Artillery in all its branches ; the Royal Engineers, the Royal Armoured Corps, including the Derbyshire, Staffordshire, and Nottinghamshire Yeomanry, the R.A.S.C., R.E.M.E., R.A.O.C., and R.A.M.C.—*Lord Croft, Under-Secretary of State for War, May 18, 1943*

CAPE BON—FINAL AXIS STRONGHOLD IN AFRICA. These two infantrymen stand on the edge of a cliff in the Cape Bon peninsula, overlooking the sea from which the enemy was debarred from staging a Dunkirk Thousands of prisoners and an enormous quantity of military stores of every kind fell into the Allies' hands when this last centre of resistance was overwhelmed.

Photo, British Official ; Crown Copyright

PANTELLERIA, Italian island situated about 60 miles from the Sicilian coast, and 45 miles from Cap Bon (see map, page 8), was repeatedly attacked by Allied aircraft following the end of the African campaign.

ITALY The battle for air supremacy in the central Mediterranean has now shifted northwards and the whole Allied air force based on North Africa and Malta, liberated from the task of cooperating in land operations, can devote itself exclusively to securing complete supremacy in the air over the Sicilian Channel and to making the enemy's bases from which that supremacy might be disputed as far as possible unusable.

Whether it is intended to invade Sicily, Sardinia, or Italy itself or not, it is obvious that we must take advantage of the newly acquired African air bases to make the Mediterranean route as safe as possible for the passage of convoys, and the attack is naturally being pressed home while the enemy is still weakened by his losses in Africa.

Not long ago it would have been difficult, if not impossible, to establish air supremacy, or even a marked degree of air superiority, beyond the orbit of short-range fighter aircraft based on North Africa and Malta ; but it would seem from the results obtained, especially by the American Flying Fortresses, that we have in the bomber which can operate without escort an ideal weapon for pressing home the attack on a weakened enemy. If the Luftwaffe had possessed such a weapon in the Battle of Britain the results might have been disastrously different.

Obviously, the greater degree of air superiority we establish in the central Mediterranean, the more vulnerable to invasion Sicily, Sardinia, and Italy become ; and whether they are attacked or not the enemy is bound to provide troops for their protection on quite a new scale. The enemy is therefore forced into the dilemma of becoming weak everywhere in the attempt to be strong everywhere.

RUSSIANS ENTER KRYMSKAYA. This important railway junction, 25 miles N. of Novorossisk in the Kuban (see map p. 21), was captured on May 4, 1943, after four days of sustained Soviet attacks. German forces then withdrew W. of the town. These Cossack women welcome Red Army men as the latter march into the place *Photo, U.S.S.R. Official*

GERMANY If the Allied air forces are achieving great results in the Mediterranean the recent successes of the Home-based aircraft have been even more remarkable with the attack on the Mohne and Eder dams, an outstanding achievement —incomparably the greatest blow in its lasting effects German war industries have yet received.

The captious may ask why it was not done before; but that implies ignorance of the problems the destruction of the dams involved. It is evident that no ordinary bombing attack could have shifted such a great mass of masonry. To achieve the results obtained an exceptionally large and concentrated weight of explosives had to be placed with absolute accuracy, and detonated at a correct depth to obtain the maximum effect of water pressure. That in the face of powerful flak defence. The amazing thing is that the attack in two cases was completely successful. The highest standard of training, skill and courage to give effect to precise calculation was clearly necessary, as well as aircraft of suitable type to deliver the load. Seldom can an experiment involving an untried technique have justified itself so completely.

RUSSIA The last week of May came without either side making a major move, though feverish preparations were clearly in progress. Inaction was the more intriguing because the ground in the south, where preparations were most apparent, had for some weeks been in a condition favourable to mobile operations. It had seemed probable that the Germans would strike first, before the Russians could completely restore communications in recaptured territory.

Possibly the very effective and intensified air attacks made by the Russians on German communications may have caused delay, or events in North Africa, with their implications, may have caused the Germans to hesitate to commit themselves. Reports were current that sections of military opinion opposed offensive action in Russia which might lead to an inescapable entanglement, and advocated a defensive policy.

There were few definite indications as to the exact points at which major action might be taken; but the probability seemed to be that the Germans might, as an initial move, attempt a two-pronged offensive from the Briansk-Orel salient and from the neighbourhood of Bielgorod against the Russian salient west of Kursk.

The Russians, on the other hand, were expanding their bridgeheads across the Middle Donetz which might indicate an offensive against the Germans in the Donetz Basin.

The Russian attack in the Kuban had not been abandoned, but had been brought almost to a standstill by the very strong German positions covering Novorossisk.

The Russians probably benefit by delays in view of their inferior communications; and the successes gained by their air forces are very encouraging, especially now that the Luftwaffe is so widely dispersed. It must be expected, however, that if and when the Germans take the offensive they will again be able to support it with a strong concentration of air power and will almost certainly have initial successes.

FAR EAST It is now franky admitted that our operations in the Arakan district of Burma failed in their offensive object; but they gave valuable training and achieved the defensive object of denying Akyab to the Japanese as a base from which to bomb India. We have now withdrawn practically to the Indian frontier, and if we cannot claim success the situation has not materially deteriorated.

The exploits of Brigadier Wingate's raiding columns were remarkable. They are encouraging as revealing elements of weakness in the Japanese position; and no doubt they were something more than disconcerting to the enemy. But they more than ever make plain the difficulties Burma presents to military operations. The enterprise inspired by Field-Marshal Wavell himself recalls, and may have had the same purpose as, the reconnaissances and raids carried out by his covering troops on the Libyan frontier in 1940. They, it will be remembered, acquired much valuable knowledge of the conditions of the desert terrain and the military use that could be made of them.

PACIFIC The American capture of Attu island in the Aleutians marks the loss to the Japanese of yet another of their defensive outposts. It is difficult at present to assess the importance of the capture, but clearly it makes the situation of the Japanese on Kiska island more precarious; and the experience gained in landing operations will be valuable.

THE KING TO MR. CHURCHILL

Now that the campaign in Africa has reached a glorious conclusion, I wish to tell you how profoundly I appreciate the fact that its initial conception and successful prosecution are largely due to your vision and to your unflinching determination in the face of early difficulties.

The African campaign has immeasurably increased the debt that this country and indeed all the United Nations owe to you.

MR. CHURCHILL TO THE KING

I am deeply grateful for the most gracious message with which your Majesty has honoured me. No Minister of the Crown has ever received more kindness and confidence from his Sovereign than I have done during the three fateful years which have passed since I received your Majesty's commission to form a national Administration. This has been a precious aid and comfort to me, especially in the dark time through which we have passed.

My father and my grandfather both served in Cabinets of Queen Victoria's reign, and I myself have been a Minister under your Majesty's grandfather, your father, and yourself for many years. The signal compliment which your Majesty has paid me on this occasion goes far beyond my deserts, but will remain as a source of lively pleasure to me as long as I live.

Published May 17, 1943

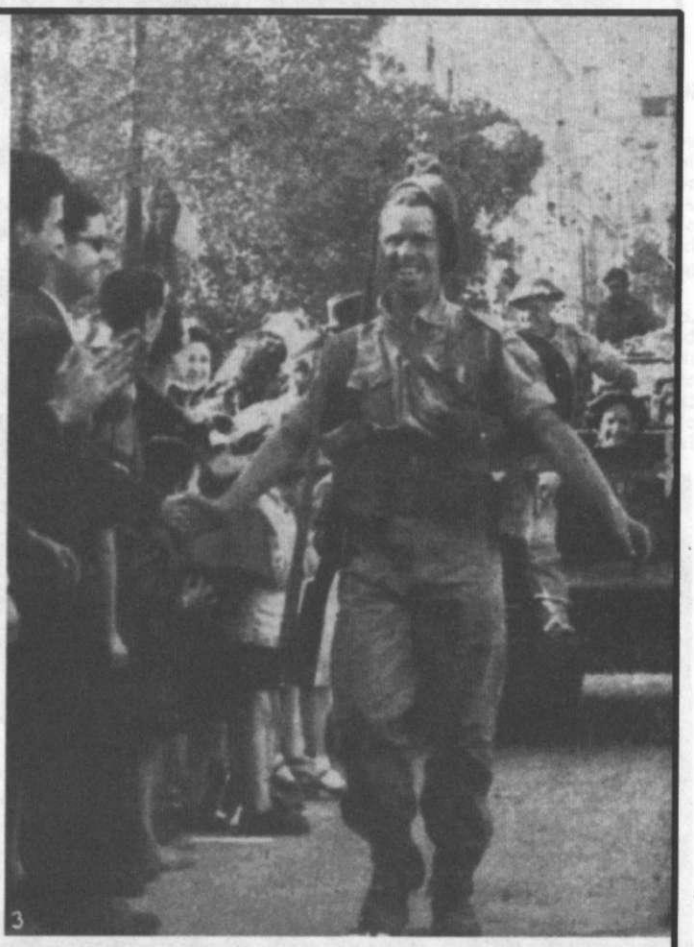
INDIAN SNIPERS IN THE ARAKAN JUNGLE, like Brigadier Wingate's "Chindits" in the forests of Central Burma, have inflicted considerable losses upon the Japs. This guerilla warfare, carried out in inaccessible country, has been maintained in spite of difficult conditions. These vigilant Sikhs are shown amid typical surroundings. *Photo, Indian Official*

British and Americans Enter Bizerta Together

ALLIES IN BIZERTA. The U.S. 2nd Army Corps occupied this great base on May 7, 1943 and, as at Tunis, resistance had to be overcome in the streets. So swift was the advance upon the city that the enemy was unable to complete the destruction of the port. 1, Lt.-Gen. Anderson, commander of the 1st Army, with Maj.-Gen. Bradley, in command of the American troops. 2, U.S. patrol awaits order to advance during a street battle. 3, British patrol moves forward in search of enemy snipers.

Photos, British Official: Crown Copyright

With Unbounded Joy Tunis Greeted the Allies



ALLIED OCCUPATION OF TUNIS. 1, Gen. Alexander and Air-Marshal Coningham drive into the city, taken by the 1st Army on May 7, 1943. 2, A German who had been sniping at our men from a garden lies dead. French civilians step cautiously from their hiding-places. 3, Inhabitants give the Allied troops a tumultuous welcome. Day after day our bombers strafed the dock area (5), but the commercial and residential quarters (4) were hardly damaged.

Photos, British Official

FANTASTIC SCENES OF SURRENDER AND DEFEAT were enacted during the last battle of Tunisia when the hopelessly disorganized and shattered Axis forces were rounded up in their thousands. At one prisoners' camp alone, Germans and Italians flowed in at the rate of 1,000 an hour, and so overwhelming was the Allied victory that the roads were choked with what appeared to be never-ending streams of captives. On May 19, 1943 Gen. Eisenhower, Allied C.-in-C., N. Africa, announced that the total number of prisoners taken in Tunisia since the Battle of Mareth was 267,000, while in addition 30,000 of the enemy were killed and 27,000 seriously wounded. A vast crowd of soldiers, sailors and airmen is here seen at a prisoners' camp near Tunis.

Photo, British Official: Crown Copyright

Italy Trembles at the Thunder of the Guns

Now that the Allied armies are in full control of all the North African coast, now that their bombers are disrupting Italy's social and industrial system, the Italians are hearing already in fearful anticipation the tread of the invader. How are they bearing up in their hour of trial?

At six o'clock on the evening of June 10, 1940—just three years ago—Mussolini appeared on the balcony of the Palazzo Venezia, the No. 10, Downing Street of Rome, and announced that Italy's declaration of war had been handed to the Ambassadors of Britain and France, those "plutocratic and reactionary democracies of the west." Proletarian and Fascist Italy, barked Il Duce, was on her feet. She had only one watchword: "To conquer!" Up went the bully's chin. From below came the sound of delirious cheers uttered by the crowd of giddy young Fascists.

Swift in reply came the voice of Mr. Duff Cooper, in a broadcast speech from London.

"Mussolini," declared the Minister of Information, "will bring misery and starvation upon his people. He will leave nothing behind him but the curses of those whom he has betrayed. *He will increase the number of ruins for which Italy has long been famous.*"

At the time this remark about ruins was considered by the political purists to be not altogether nice, as being slightly indecorous. But few of our latter-day prophets have been so signally and so speedily justified in their predictions as Mr. Duff Cooper in his grim warning to Italy, then inflated almost to bursting-point at the prospect of a victory on the cheap. Italy has always been a land of ruins, but never have the ruins been so numerous as now. The Italian Empire is a ruin. Italy herself, her military establishments, her industrial system, her social complex, her intellectual ideology—in all and everything she displays

ruin upon ruin, rout on rout.
Confusion worse confounded.

Only three years have been added to history since "Sawdust Caesar" uttered his frantic boasts and foolish words. Where is he now?

Mussolini still sits in his great room in his Roman palace, behind the desk placed in the far corner so that he has a long and clear view of his visitors. He is still the Pooh-Bah of Pooh-Bahs, holding nearly all the portfolios of the Italian Cabinet in what he likes to think is still a masterful hand. He still overshadows little Victor Emmanuel, keeps his eye on Crown Prince Umberto; he still plays musical-chairs with his subordinates, frequently sacking not a few to encourage the others. But unless he has lost his one-time shrewdness, he may suspect in the uneasy watches of a sleepless night that all around him the rats are nibbling at the foundations of the Fascist house that he so proudly built and dreamed of as his eternal monument. Maybe he suspects that king and courtiers, army generals and Fascist chiefs allow him to remain where he is because it may be convenient to have a scapegoat for the crimes and follies of more than twenty years. And where could they find a better one than the man who willed that he should give his own name to his age?

The Italian Empire: you may look for it now in vain and find it only in atlases the sword has made out of date. Genially condescending, Benito Mussolini, the blacksmith's son, bestowed on his king, whose ancestors have been dukes and princes for a thousand years, the titles of King of Albania and—still better sounding—of Emperor of Ethiopia. Victor Emmanuel still keeps his titles, but—well! According to the Almanach de Gotha he is King of Cyprus, King of Jerusalem, King of Armenia. His writ runs just as effectively in Abyssinia as in Cyprus—or in the moon.

In Addis Ababa, Haile Selassie sits again on the throne from which he was driven by Italian bombs and poison gas. Tripolitania and Cyrenaica in North Africa are now being administered by a handful of British officers under the Civil Affairs Branch of G.H.Q., Middle East, in Cairo. The farms in Libya which were carved out of the desert with such toil and expense are now being worked by Arabs. So, too, with Eritrea. The Italian officials still function, but they do so under British supervision. Asmara's extensive machine-shops, reputed to be almost as good as Birmingham's, are now working for the Allies; and British officials see that the 20,000 grass-widows left behind in the Italian débâcle get the supplies of fresh milk for themselves and their children.

With all the Italian Empire in Africa in Allied hands, Emperor Emmanuel is left with Albania (boiling with unrest, always on the verge of open revolution) and the Dodecanese Islands, now definitely threatened by the ever-growing British power in Cyprus. And, of course, Italy . . .

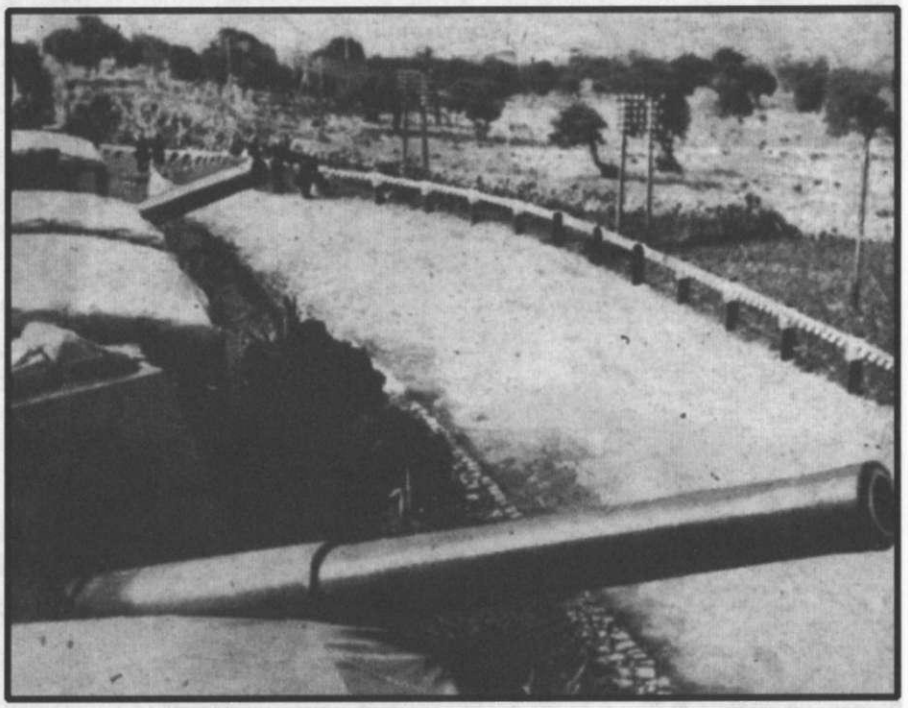
Looking out on the Italian scene the king and the Duce can discover little to gladden their eyes, to raise their leaden spirits.

They take up their newspapers, and they find complaints about this, that, and the other. Here is a cardinal denouncing the growth of atheism and irreligion. Pilfering and forgery are the subjects of frequent leading articles. Profiteering and the black market are the objects of constant denunciation. The luxury of the rich, the idle living, the untimely elegance of the well-to-do provide a congenial theme for journalistic Jeremiahs. Particularly scathing are the comments directed against the bomb-dodgers who crowd the hotels and boarding-houses of the seaside and mountain resorts. Why, some of these women have flaunted themselves in trousers . . .

Beyond a doubt the prevailing mood is one of intensest depression. And who can wonder at it, when every morning and every night bring news of yet further defeats, yet greater losses? Not all the chicanery of the communiqué-mongers can hide the blackness of the outlook from the coffee-house politicians, the peasants driving their ox-teams across the stony soil, the husbandmen tending their vineyards on the mountain slopes, the housewives gossiping beside the village well or in the churchyard after Mass.

Occasionally their fears are heightened by the news that filters through the walls of censorship. A broadcast from London or New York is picked up surreptitiously. A leaflet, urging the Italians to surrender before they are blasted into nothingness, is retrieved from the dust where it was dropped during the night before by an R.A.F. plane.

On the other side of the leaflet is a map, on which the cities which are to be bombed are indicated. Among these, we may well believe, is Rome, since it is inconceivable that it may be maintained much longer that Rome, the metropolis of the totalitarian state of antiquity, contains relics of greater cultural importance than our own Canterbury or Exeter, Westminster or York—or the Athens which, after giving to the world ages ago the deathless trinity of goodness, truth and beauty, is today polluted by the barbarians.



READY FOR INVASION? This Italian armoured train, equipped with naval guns, is placed in position near the coast. Following the spectacular and devastating defeat of the Axis in Tunisia in May 1943, tension in Italy steadily mounted in the face of an Allied invasion. A state of emergency was proclaimed throughout the country. *Photo, Associated Press*

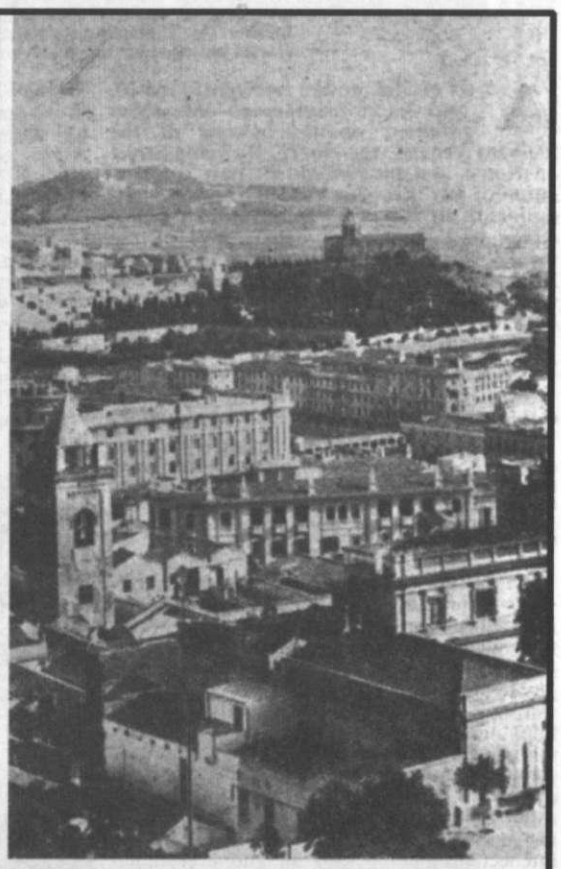
What of the future? Will Victor Emmanuel abdicate and Umberto reign in his stead? Will the Duce flee, or push himself forward in the role of a Darlan? Or will the inheritors of Mazzini's dream of a liberal Italy rise again as from the dead?

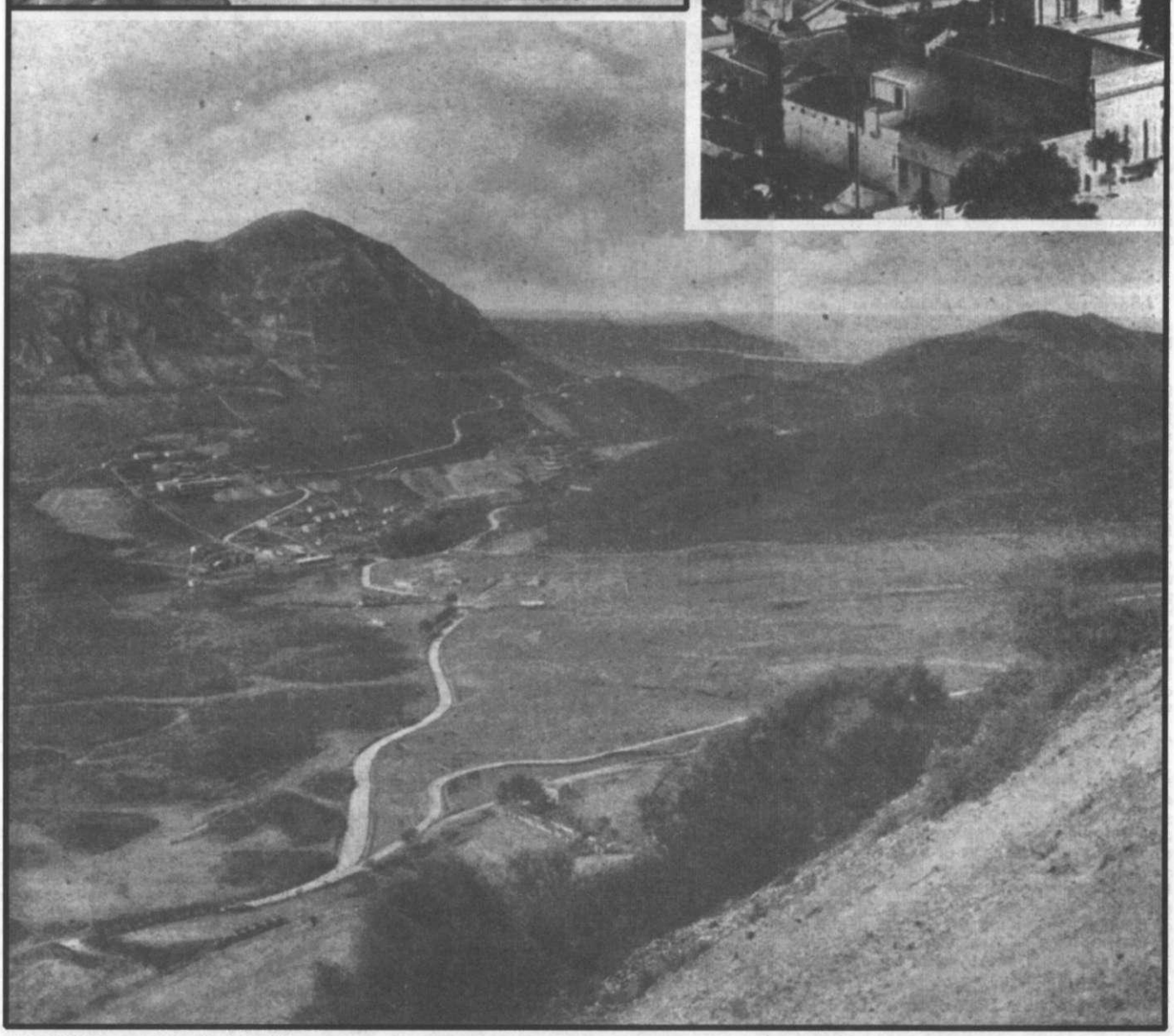
It is almost idle to speculate, but it may be doubted whether in the post-war world there will be a place for Italy as a great power. She has not got the resources for that, the industrial organization, the economic wealth, the population, the imperial urge. As colonizers Italian men and women have their virtues, and as civil engineers Italians are first-rate. But their shoulders are not broad or strong enough to carry Caesar's mantle.

But it is not yet tomorrow. It is still the grim and gloomy present, when Italy's state is summed up in a sentence penned by a Milanese journalist in a description of Naples after a recent raid. "It is a voiceless city, in which are seen only pale, thin-faced inhabitants, turning their faces to the sky as if they expected it to rain death until the end of the world."

E. ROYSTON PIKE

Will Invasion Follow the Bombs on Sardinia?

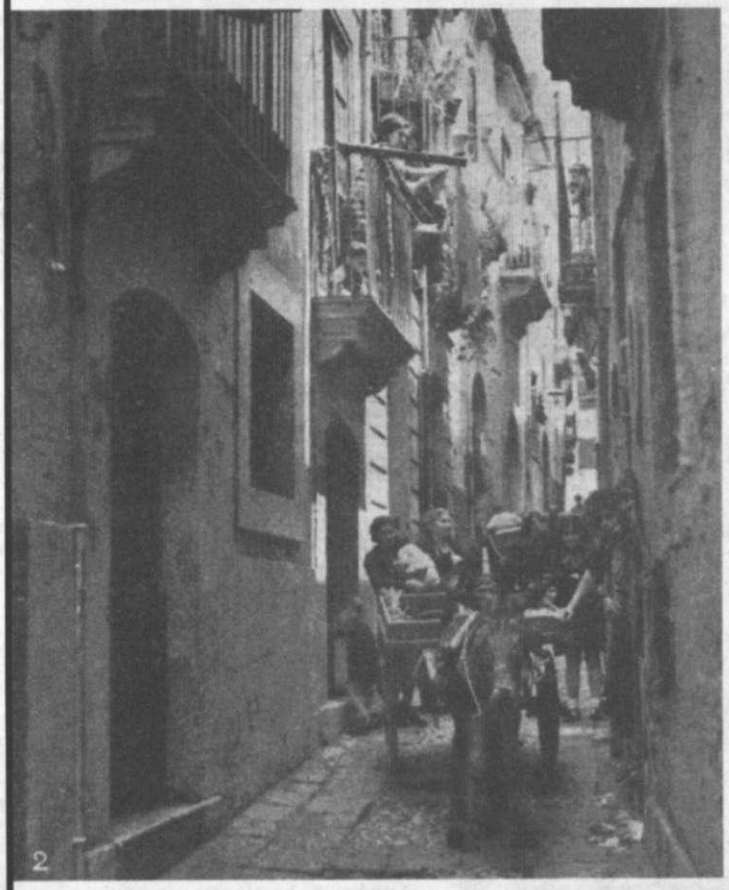


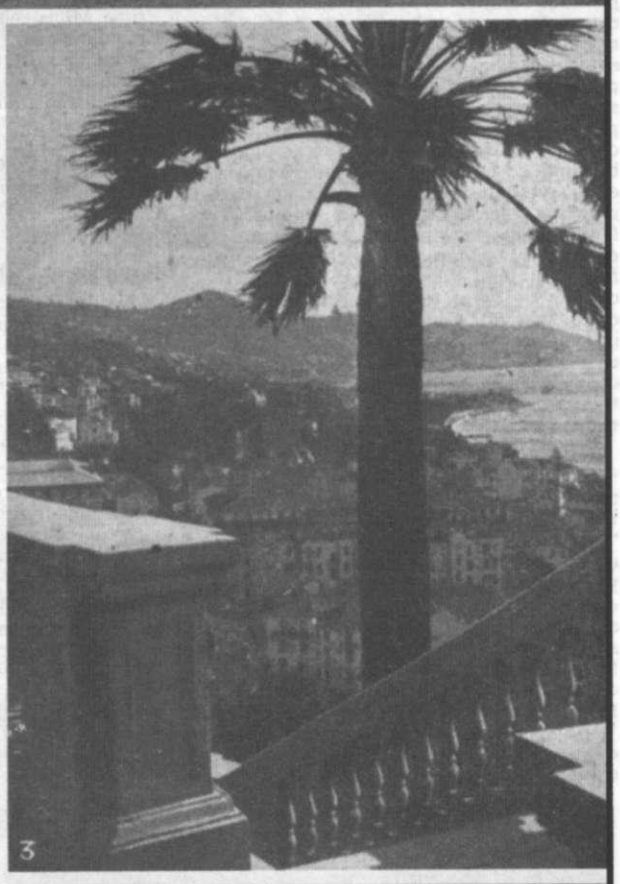


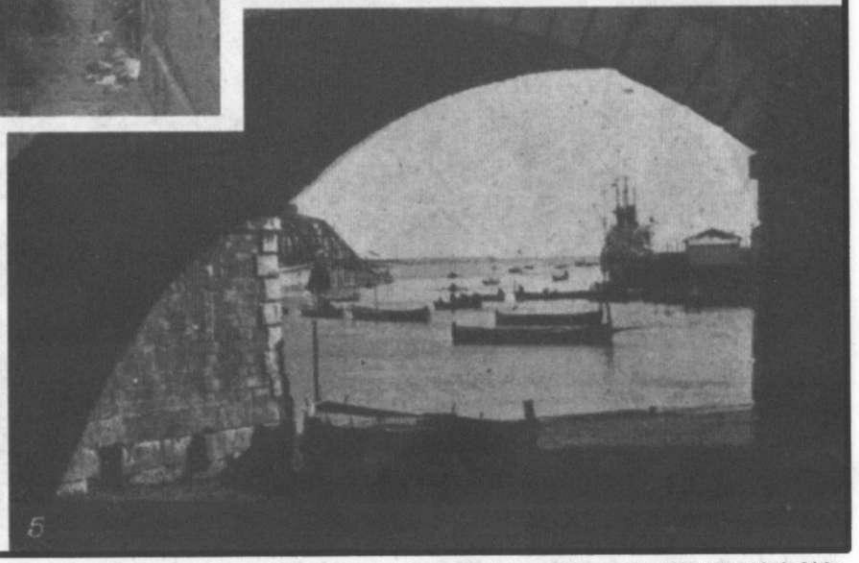
SARDINIA, some 120 miles N.N.W. of Bizerta, has felt the full weight of Allied air power. The island has four main airfields with a seaplane base at Cagliari and a number of satellite landing-grounds. With the final collapse of the Axis in Tunisia, Sardinia became an important target in our campaign against Fortress Europe. Top left, map showing relative distances between N. Tunisia and enemy key-points. Top right, Cagliari, capital and chief port of Sardinia; after being devastated by Allied bombers it was evacuated by the civilian population, Rome Radio announced on May 25. Below, Gonnesa, with the Gulf of Porto Paglia in background.

Map by courtesy of The Daily Telegraph; Photos, E.N.A., Topical

Only 100 Miles Divide the Allies From Sicily







SICILY, chief stepping-stone to Italy, is separated by the 95-mile-wide Sicilian Channel from Cap Bon (see map in opposite page). The island is held by a number of Italian divisions, supported by Luftwaffe and Regia Aeronautica Squadrons. 1, Marsala, heavily raided on May 11, 1943. 2, A street in Syracuse. 3, Taormina. 4, Member of a German anti-aircraft battery paints a sign among cacti, indicating the way to the A.A. site. 5, A glimpse of Catania's harbour.

Photos, E.N.A., Pictorial Press, Keystone

THE WAR AT SEA

by Francis E. McMurtrie

AN even more serious portent for Germany than the loss of her armies in Tunisia is the failure of the much-advertised U-boat offensive in the Atlantic. Grossadmiral Doenitz, who superseded Grossadmiral Raeder early this year in consequence of the latter's inability to prevent Allied convoys getting through to Russia, must have disappointed Hitler sadly.

In his address to the United States Congress on May 19 Mr. Churchill revealed that in the early months of this year, and especially during the first three weeks of May, the number of U-boat killings has broken all previous records. Though this may to some extent be connected with the fact that in recent months there have been more enemy submarines at sea than ever before, the primary factor is undoubtedly the much stronger escorts which it is now possible to provide for convoys. In the case of one convoy that was exposed to a series of attacks by about 25 U-boats from April 30 to May 6, escort vessels mentioned as taking part in repelling the U-boat packs numbered no fewer than ten. These comprised two destroyers, a sloop, two of the new frigates, four corvettes and an ex-U.S. Coast Guard cutter. It is quite likely that there were other vessels besides in the escort, which in any case was much stronger than has been usual in the past. It is this strengthening of escorts that counts for most in defeating the U-boats, though there are other contributory causes.

A VALUABLE aid which should not be overlooked is the escort aircraft-carrier, as the type is termed in the Royal Navy, though in the United States Navy the expression "aircraft escort vessel" is preferred. Scores of these have been built in American shipyards, and photographs have so far appeared of four of them, H.M.S. Battler and Tracker and the U.S.S. Charger and Long Island. All were laid down as merchant vessels, but flight decks have been superimposed on the original hulls, with lifts to bring up aircraft from the extensive hangar space below. Varying numbers of planes, up to a maximum of 30 fighters, can be carried. Some of these ships are propelled by Diesel engines at speeds in the region of 16 knots, but others, including the Battler, have geared turbines and high pressure water-tube boilers, so are probably faster.

To provide a continuous air patrol around a convoy as it proceeds on its way is the important duty carried out by these extremely useful ships. Smaller, cheaper and more rapidly built than the big fleet aircraft-carriers, they have done much to help in overcoming the U-boat menace, as a submarine is obliged to keep under water when an aircraft is overhead.

Mention in Press reports and in the Prime Minister's speech of "new weapons" for combating submarines has given rise to sundry conjectures as to their nature. Improved Asdic methods, heavier depth charges and radio-location of submarines on the surface are amongst these. Another is the use of helicopters, of a type which can rise and descend almost vertically, and hover over a target if desired. Carried on the decks of merchantmen, helicopters add a fresh terror to the various dangers which threaten the U-boat's existence today. (See illus. p. 728, Vol. 6.)

Everything, then, points to the fact that the U-boat attack is being held, but that our adversaries will use every means in their power to intensify the attack, rather than submit to defeat, may be taken for granted.

AMERICA'S Sea Power in the Aleutians

Though to people in this country it may seem a very remote theatre of war, the operations in the Bering Sea, between Alaska and the coast of Asiatic Russia, are of considerable importance, and may have a far-reaching effect on the struggle with Japan.

It was in July 1942 that it first became generally known that the Japanese had sent an expedition into the Bering Sea. Forces of uncertain strength were landed in the islands of Attu and Kiska, where airfields were in due course laid out. These islands are amongst the westernmost of the chain known as the Aleutians, extending from the south-west coast of Alaska along the southern fringe of the Bering Sea in the direction of the Kamchatka peninsula. In one of the easternmost of these, Unalaska, is situated the American naval base of Dutch Harbour.

ATTU, N. Pacific, Jap base in the Aleutians, was the scene of bitter fighting when U.S. forces launched a triple drive against remnants of the enemy in mid-May 1943. (See below.) *By courtesy of The Daily Telegraph*

For a considerable while hostilities in this region were mainly confined to sporadic air raids on Attu and Kiska by United States forces, and on various American islands by the Japanese. In August 1942 a naval bombardment of Kiska was also carried out, causing some damage to enemy shore installations. This interference had the effect of delaying, but not stopping, Japanese efforts to consolidate their positions; and in October, as a counter-move, American troops landed in the Andreanof Islands, thus providing a base somewhat nearer to the enemy-occupied territory.

For the greater part of the year weather conditions in the Bering Sea are so bad that warlike operations can only be undertaken intermittently, and are subject to unforeseen interruptions. Fog is seldom absent; and gales which make it impossible to fly spring up without much warning. All the islands of the Aleutian chain are more or less encumbered by rocks and shoals.

It is not surprising, therefore, that no operations were reported in this region during the winter. In February there was a naval bombardment of Attu; and at the end of April it was announced that a Japanese submarine had been sunk by an American bomber off the Aleutians.

IN May strong forces of U.S. troops were landed at two points in Attu and, after bitter fighting drove their opponents into a small area around the village of Attu, on Chichagof Harbour. This is in the north-east of the island, and is often incorrectly referred to in transatlantic news reports as "Chicago Harbour." It is actually named after a Russian admiral who died in 1849.

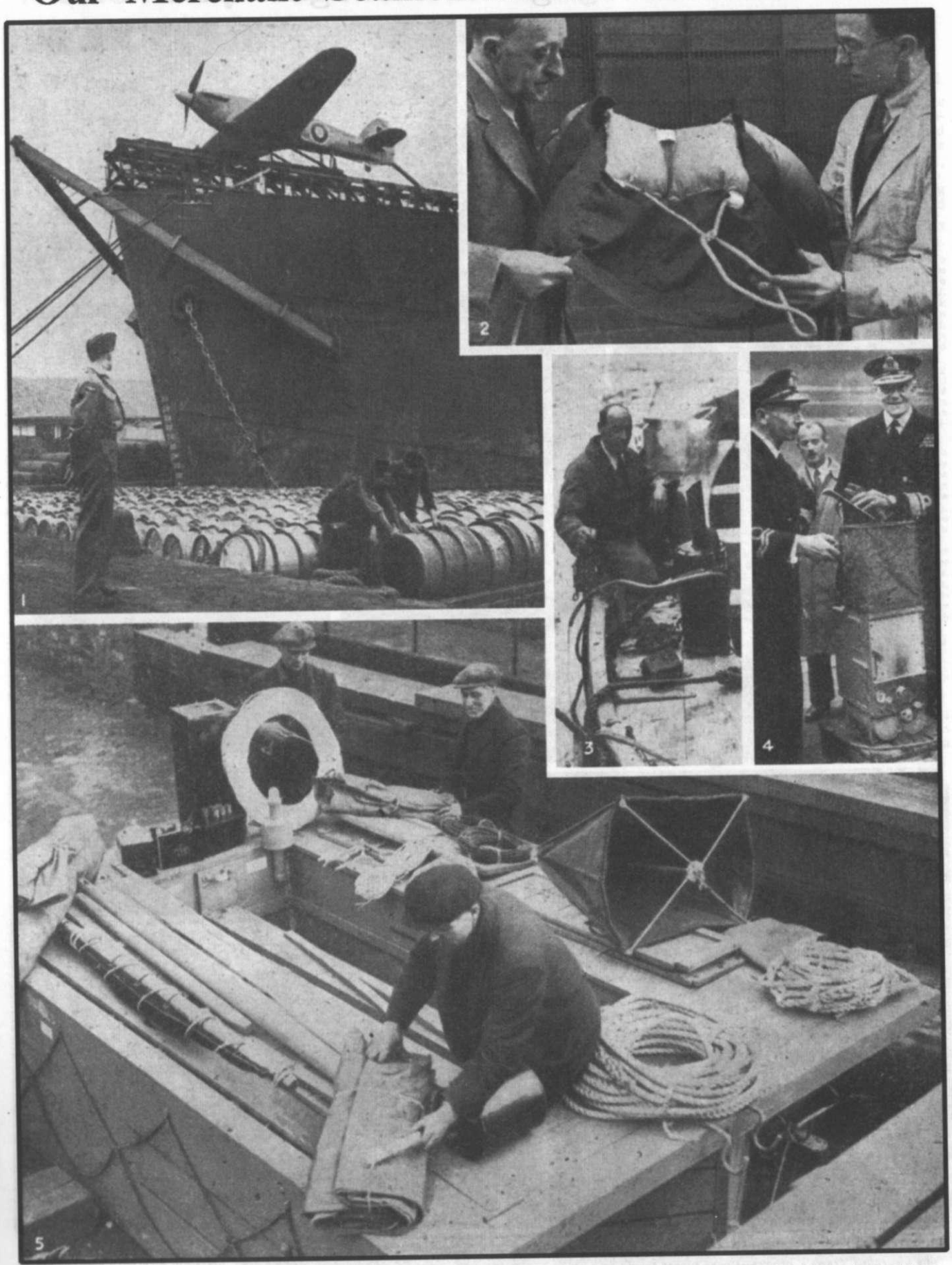
Attu having been reconquered, the Japanese garrison of Kiska, further to the eastward, is left between two groups of American-held islands. Their relief is thus rendered difficult if not impossible, and surrender should be only a question of time.

Undoubtedly this end to the Bering Sea expedition is a serious defeat for Japan, whose obvious intention in intruding was to divide American forces in Alaska from a possible future junction with Soviet allies on the western side of the Bering Sea. Now the position will be changed to the disadvantage of Japan, which will be exposed to air attack from Siberian bases should Russia join the nations at war with Tokyo.

From the Kamchatka peninsula or from the Siberian Maritime Province, behind Vladivostok, destructive raids could be directed against Japanese bases in Hokkaido and the Kurile Islands to the north-eastward. This is a danger which the enemy had hoped to avert by moving first in this direction.

AXIS TROOPS ESCAPING FROM TUNISIA by sea fared badly. On May 24, 1943 it was stated that during the previous fortnight some 900 Germans and Italians escaping in small craft had been captured by the Royal Navy. This photograph shows a party of Germans who set out in rubber dinghies to reach Pantelleria being put into the Royal Navy's "bag" some 20 miles from land. *Photo, British Official: Crown Copyright*

Our Merchant Seamen Should Be Safer Now



LIFE-SAVING DEVICES IN THE SEA WAR. 1, Hurricane fighter on its catapult mounted in the bows of an Allied supply ship. 2, Crossland waistcoat has a cord attached which forms a loop behind wearer's back to facilitate rescue. 3, A portable still for converting salt water to fresh water. 4, Lt. Goodfellow (left), the inventor of another type of still, demonstrates it to Adm. Sir M. Dunbar-Nasmyth, V.C. 5, Chipchase raft: stores, sail and anti-frostbite bag are fitted into the lockers.

Photos, British Official; Keystone, Central Press, Daily Mirror

Sailors with Wings Are Taught Their Job

FLEET AIR ARM GUNNERS, operating in carrier-based aircraft, receive a magnificent training. These photographs show phases of their instruction at a Naval Air Arm station in Britain. 1, Gunnery instruction officer coaches a trainee. 2. Fleet Air Arm gunners train mostly in Swordfish planes. Here one Swordfish draws a drogue—sleeve target towed by a plane—while the other aircraft attacks it. 3, A Wren gathers up the drogue. The score is calculated from the number of bullet-holes in the sleeve. 4, Instructing the pilot of a Seafire to land by signals. This method is practised by all naval air pilots. An experienced pilot is in charge of the bats. 5, Gunner takes aim at a "Junkers 88." The model, tilted in several positions, is moved up and down a runway to give the effect of varying distances and backgrounds 6, Fixing the cannon in a Seafire—a Spitfire adapted for taking off and landing on deck.

Photos, Pictorial Press Exclusive to THE WAR ILLUSTRATED

Where They Plot the War Against the U-Boats

More and more the Nazis are coming to rely upon the U-boat to win them the victory denied their armies on land. Yet here, too, they are finding increasing difficulty in holding their own. This article by HARRIMAN DICKSON tells of the underground H.Q. whence our campaign against the U-boats is directed.

PRACTICALLY the whole of this large room is covered with charts. The precise nature of the areas covered by these charts I cannot reveal, but I can tell you something of the fascinating things which go forward in this room day and night. For this is the headquarters in the tremendous battle against the U-boats.

ADM. SIR MAX K. HORTON, C.-in-C. Western Approaches (see accompanying text), recently inspected escort vessels under his command which are engaged in fighting U-boats. He is here aboard a destroyer ; the device in the foreground is a depth-charge thrower. *Photo, British Official : Crown Copyright*

There are clusters of pins and tiny flags scattered about the wall charts. They show the precise position of battleships, cruisers, and destroyers in the Atlantic. They trace the course of our convoys as they plough through the hazards of the ocean's millions of square miles.

A thousand miles away a great argosy of ships is suddenly attacked by U-boats. The sirens wail, the destroyers swerve in their tracks, the depth charges begin to go down . . . It is past midnight when the attack begins, and nearly one before it is over. Back in the chart-room some small pins put in an appearance on one map. They are the pins used to indicate U-boats. They have increased considerably in the last nine months. Germany is staking a large part of her war effort on the U-boat, and every action which takes place in the Atlantic is reflected on the charts at H.Q.

The room is underground. You need very special credentials before you can so much as approach it. In fact, it is, of course, barred to everyone who has not urgent and official reason for being there. Petty officers and ratings with fixed bayonets guard the room.

The enormous charts are the first things that catch your eye. Then you notice something like an enclosed glass-house at one end. This is "air operations." Here, once again, messages are filtering through day and night from the steadily increasing Coastal Command patrols. Giant flying-boats have given the U-boat commanders a new type of headache. They can spot submarines more easily than the surface observer. They can also bring terrible destruction to bear.

Dominating both these sections again is a second glass compartment. This is the room of the Commander-in-Chief Western Approaches, Admiral Sir Max Horton. Sir Max was one of our most distinguished submarine officers in the last war, and has an intimate knowledge of U-boat campaigns. He won considerable fame amongst the Germans, who regarded him with deep respect. The Russians also thought highly of him: his submarine fought side by side with their submarines in the Baltic, and he frequently came back with German ships to his credit.

From this higher, glass-fronted room Admiral Sir Max Horton can see all the details on the charts below without getting up from his desk. Next to his office is a small cubicle. It has a bed in it where the Admiral can sleep. Actually, in these days, complete relaxation is rare. Any hour of the day or night the C.-in-C. is liable to be called. It is a twenty-four-hour job directing the war against the U-boats.

When you first enter the underground H.Q. the atmospherics from wireless sets of various calibres are disturbing, but that, and the ringing of small bells, eventually make up a hardly noticeable background.

Historic messages have come over these wireless sets, messages which have subsequently reached the public and thrilled the whole nation. When the Bismarck was relocated and under attack in May 1941, the first news came through to this room. All kinds of ships are continually sending messages, all kinds of dramas are reflected here. Even a lifeboat picked up by a warship may set things humming in the underground H.Q.

As every new anti-submarine device comes into operation the first intimation of its effectiveness is received here. It is indeed a fascinating business.

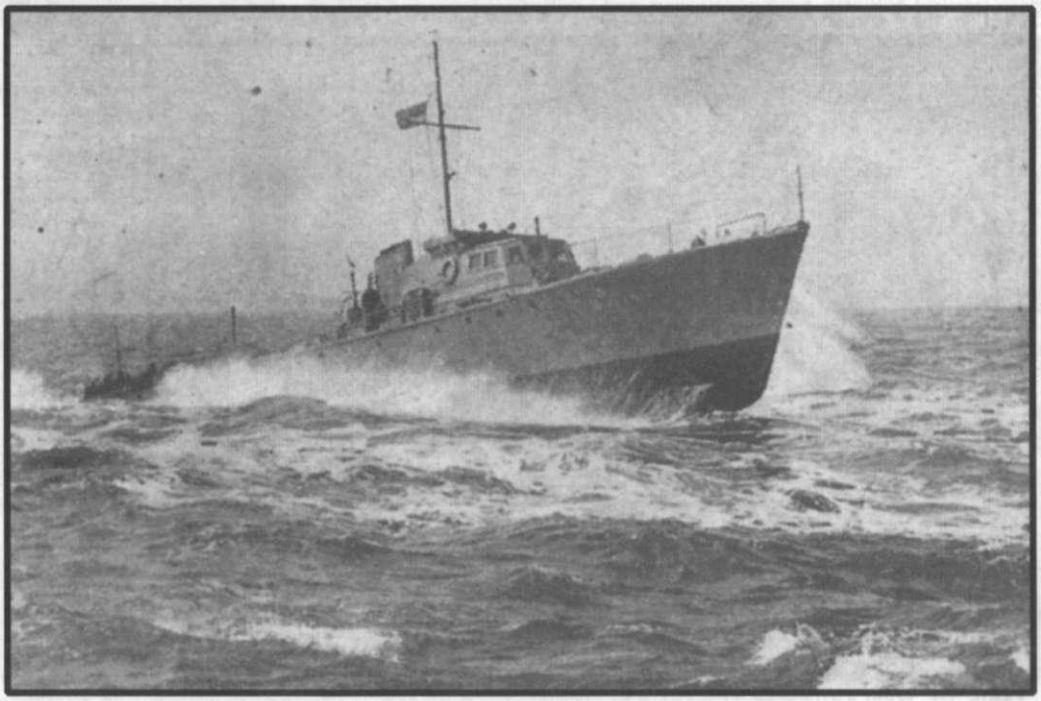
'STILL THE GREATEST DANGER'

UNLESS the ocean life-line which joins our two peoples can be kept unbroken, the British Isles and all the very considerable forces which radiate therefrom would be paralysed and doomed. We have willingly done our full share of the sea work in the dangerous waters of the Mediterranean and in the Arctic convoys to Russia, and we have sustained, since our alliance began, more than double the losses in merchant tonnage that have fallen upon the United States.

On the other hand again, the prodigious output of new ships from the United States building-yards has now, for six months past, overtaken, and now indeed far surpasses, the losses of both allies ; and if no effort is relaxed there is every reason to count upon the ceaseless progressive expansion of allied shipping available for the prosecution of the war.

OUR killings of the U-boats, as the Secretary of the Navy will readily confirm, have this year greatly exceeded all previous experience ; and the last three months, and particularly the last three weeks, have yielded record results. This, of course, is to some extent due to the larger number of U-boats operating, but it is also due to the marked improvement in the severity and power of our measures against them and of the new devices continually employed.

While I rate the U-boat danger as still the greatest we have to face, I have a good and sober confidence that it will not only be met and contained, but overcome. The increase of shipping tonnage over sinkings provides, after the movement of vital supplies of food and munitions has been arranged, that margin which is the main measure of our joint war effort.—*Mr. Churchill, in speech to U.S. Congress, May 19, 1943.*



FULL SPEED AFTER THE ENEMY! Earlier in the War, when U-boats were operating in narrow waters, fast motor launches were employed for anti-submarine work. For this purpose they carried depth charges, in addition to the latest type of A.A. gun and machine-guns, and had small but highly trained crews. This photograph shows a motor launch on patrol. *Photo, Planet News*

What Are These 'Hairpin Squads' of the R.A.F.?

Salvage drives are a frequent occurrence in our cities and villages, and it is good to know that Servicemen are just as keen and eager as civilians to save every scrap of paper, metal, etc. which may contribute something to the national war effort. This article by WEBSTER FAWCETT tells of the really splendid activities of the R.A.F. salvage squads.

AN R.A.F. train-busting ace of Fighter Command, fully alive to the vital necessity of salvage, exultantly returned from a recent railway raid with a chunk of Nazi locomotive embedded in the fuselage of his plane. The fragment had been blown sky-high by his own delayed-actions just as he wheeled for a second attack, and the pilot gleefully promised himself to extract it in person and bestow it upon the appropriate salvage dump with full honours. Thirty minutes later, when he returned with the tools to finish the job, the tell-tale hole in his fuselage remained, but the trophy had vanished. The "Hairpin Squad" of his station had whisked it away.

Every morning, when the bombers return from the night's offensive, the Hairpin Squads bear down upon the machines, as one pilot put it, "like a swarm of locusts," and toothcomb them for spent bullets, flak fragments, or cannon-shell shrapnel. After technicians have analysed the material it goes to salvage; and a single station has wrested enough metal from Hitler in this way to make 75,000 rifle barrels. In addition, in a matter of nine months, Hairpins of Fighter Command alone have retrieved as much as 2 tons of silver paper, 27 tons of ethylene glycol, 120 tons of rubber, 14 tons of cement paper bags—enough to make 8,000 bomb interior containers—and 160 tons of aluminium and non-ferrous metals.

Who are Hairpins? They are sections of the maintenance ground crews who work in their spare time from other duties to ensure that nothing is wasted. Headed by a full-time salvage officer—usually a flight-lieutenant from the Equipment Branch—they have made a name for themselves because, from derelict steam rollers to W.A.A.F. hairpins, they make use of everything.

Thanks to Hairpins, the toughened glass from wrecked Dornier bombers brought down over this country has helped to make denture plates and even false teeth for the Army Dental Corps. Thanks, too, to their "waste not" policy, the R.A.F. has salvaged and refined enough engine oil in the past six months to save a tanker a trip across the Atlantic.

SMASHED AXIS PLANES at Castel Benito airfield, near Tripoli (occupied by the 8th Army last January), provided a vast quantity of material for the R.A.F. Hairpin Squads.
Photo, British Official: Crown Copyright

Fighter Command units are still augmenting this total by 10 tons a week. Oil from rags, as well as from engine sumps, is not overlooked; and R.A.F. rag-waste itself accumulates to 100 tons of salvaged wool annually. In a single month recently, after Hairpins had made mincemeat of confidential reports and secret orders, over 900 tons of waste paper and cardboard were returned to the mills for conversion to fresh uses.

At one airfield the Hairpin Squad—let us call them Hairpin I—heard with envy that a rival group at another drome (Hairpin II) had donated a derelict bus to salvage. Hairpin I, pleading that the invasion risk was over, received permission to disinter an obsolete tank which had been originally placed near the perimeter track as a defence post. Hairpin II responded with a couple of steam rollers. Hairpin I—and here the issue rests at present—knew that their station had been a civil airport in peacetime, and discovered some disused boilers under a building. Cut up, these provided 20 tons of first-class boiler steel, and Hairpin I gained a lasting satisfaction from the fact that the boilers had been made in Germany.

In another instance, a Hairpin Squad worked in its own off-duty time to take three blitzed cars to pieces and finally construct one sound vehicle. Duly camouflaged, this was presented to the C.O., who, feeling very proud of his men, mentioned the feat to higher authorities. "You are not entitled to an official car," was the response, "only a motor bicycle"—and the treasured car is now being used by . . . the higher authorities!

BLITZED R.A.F. timber has been made into 12,000,000 ammunition boxes; and this takes no account of the timber salvaged by the Hairpin Squads for further constructional purposes. A condemned hangar presented a tough proposition in face of a lack of labour to tear it down; but Hairpins dynamited first one wall, then the other, with such skill that the 40-ton wooden roof was brought down without damage.

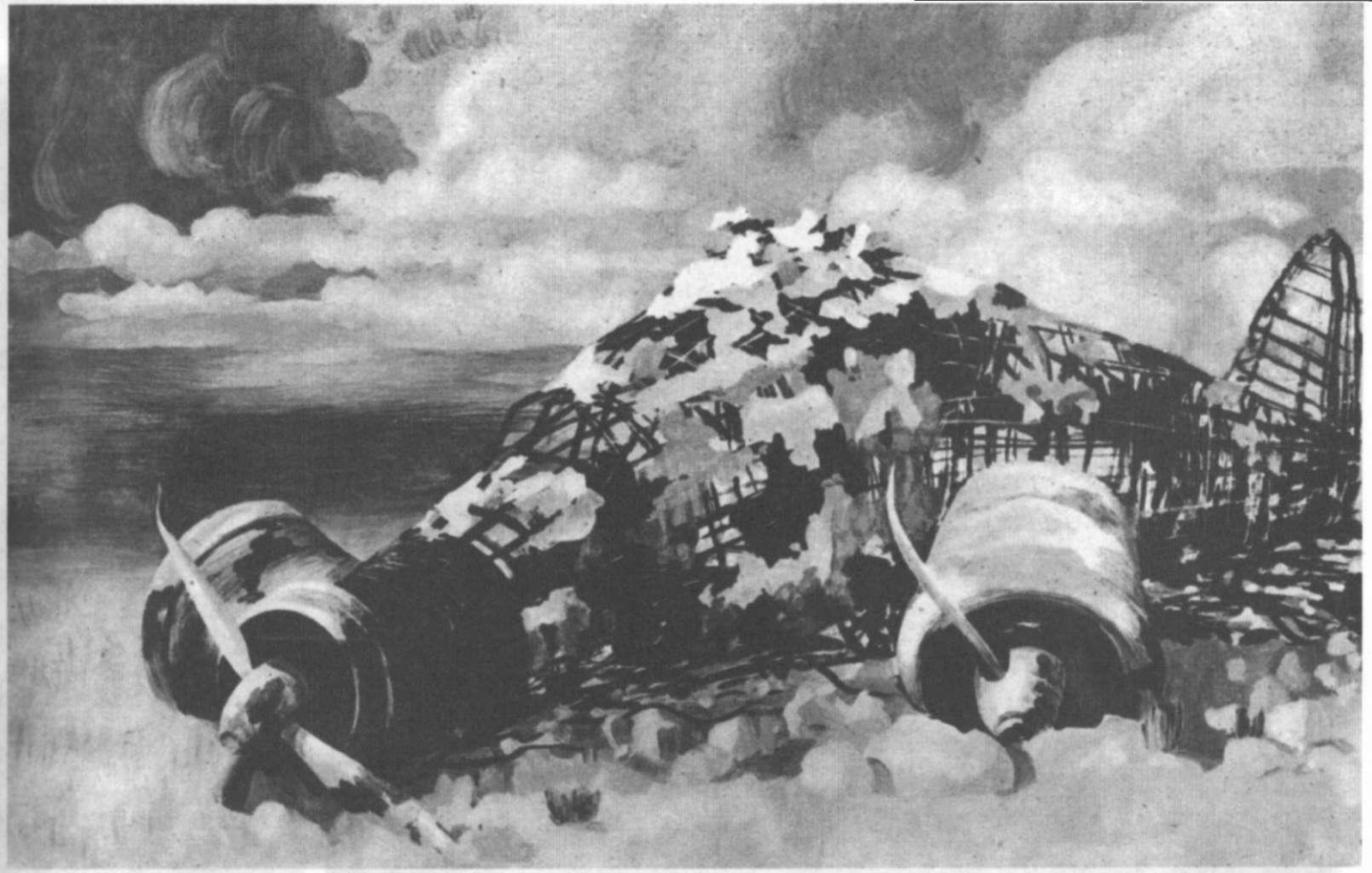
In similar Syd Walker style, a salvage officer faced the problem of what to do with 350 old motor-cars which had been dumped as obstructions on one airfield before it became operational. The cars were real derelicts, for all useful metal such as aluminium, and every instrument, had been removed. A Hairpin man suggested piling them in heaps and burning the woodwork for the metal residue—and £100 worth of scrap metal was forthcoming.

These facts are all the more remarkable when it is recalled that before the War private contractors cleared R.A.F. rubbish at a cost of between £100 and £800 for each unit. The little-known work of the Hairpin Squads has enabled three-fourths of these scavenging contracts to be cancelled and many others to be reduced substantially, effecting a saving to the taxpayer of £40,000 a year.

Collecting 1,400,000 razor blades alone, the Hairpins accumulated four tons of scrap, and the sale realized £570 for the R.A.F. Benevolent Fund. A plane crashes—and within a few hours, when Hairpins have stripped all usable materials, the aluminium of the twisted fuselage becomes a neat stack of ingots ready for dispatch to an aircraft factory. Or a Messerschmitt falls in the Channel—and the local Hairpins go all out to wrest it from naval salvage and send it to the 20-acre scrap pile, the funeral pile of the Luftwaffe, where the wings of crashed aircraft fence off the various salvage heaps as tidily as any housewife sorts the salvage from her own kitchen.

Salvaging 6,000 tons of scrap in a year from Fighter Command alone, the Hairpin Squads took time off to rescue the H.T. batteries which had outlived their usefulness in aircraft. And thanks to this, soldiers in the Orkneys—where H.T. batteries were unobtainable—now are enabled to enjoy their radio programmes.

TRAIL OF WRECKAGE from El Alamein to Bizerta has yielded tons of salvage which will be used against the enemy. Anything resembling a completed aircraft can be employed by the R.A.F. for experimental purposes. These men of an R.A.F. Salvage Unit are examining instruments in the cockpit of a broken ME 109, lying derelict in the desert.
Photo, British Official: Crown Copyright



BURNT-OUT AEROPLANE — **John Armstr**

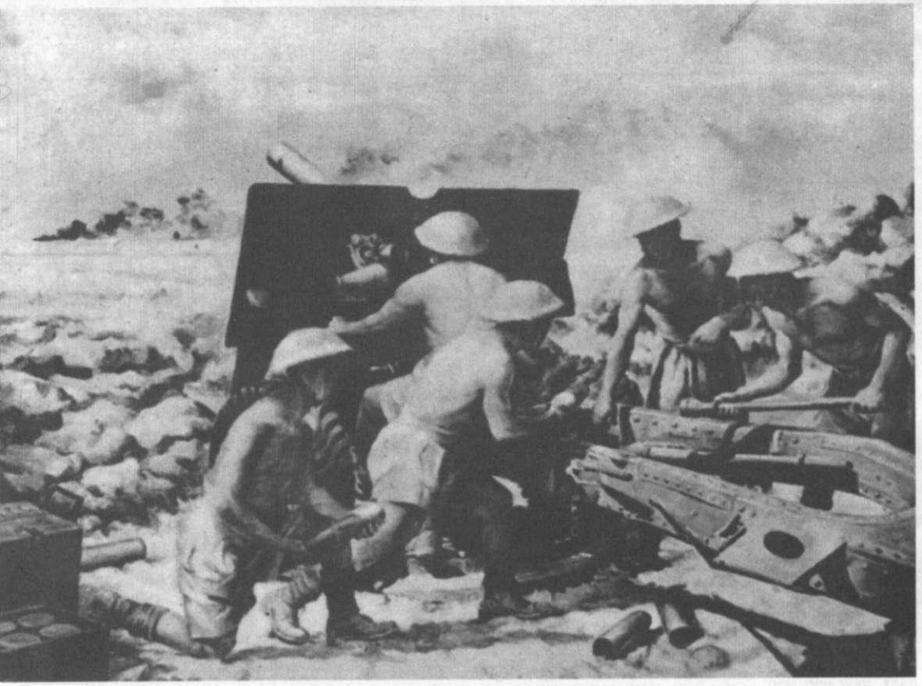
RUBY LOFTUS SCREWING A BREECH-RING — **Dame Laura Knight, R.A.**

(Top) Exhibited at the National Gallery, London, and (bottom) at the Royal Academy Summer Exhibition, 1943. Painted for the Nation's War Records. Crown Copyright reserved

Artists and the War

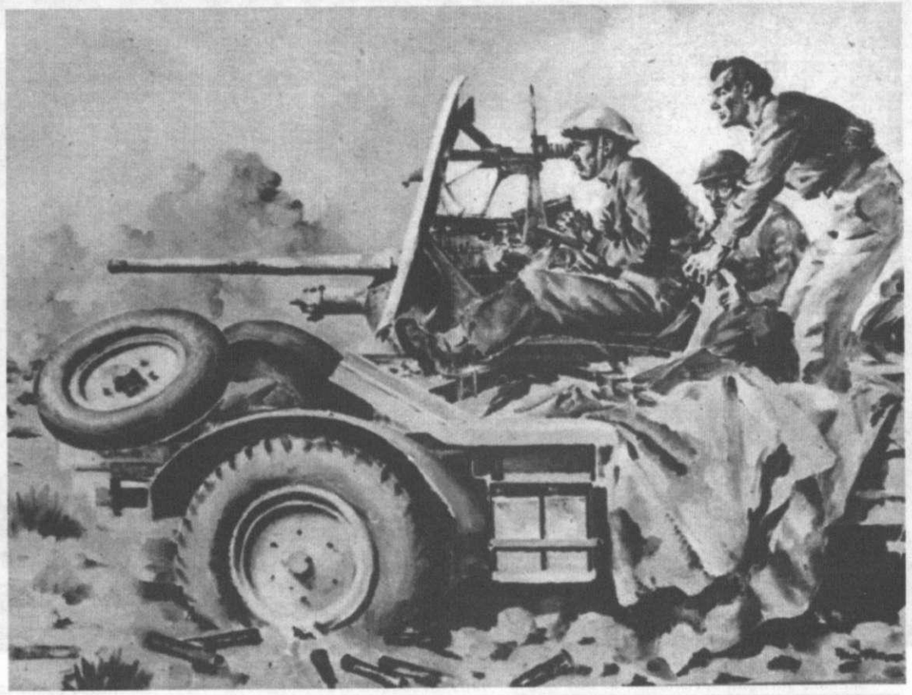
MUCH well-merited praise is often bestowed on the fine output of the Army Film and Photographic Unit and that of the official photographers attached to the other Fighting Services. The notable work of the official war artists, however, is much less widely known and appreciated, though it has been regularly displayed at the National Gallery, London, since early 1940 and exhibitions have toured the provinces and the Dominions, as well as South America.

A number of outstanding examples have already been reproduced in THE WAR ILLUSTRATED (see pp. 545–8, Vol. 3, and 322–3, Vol. 4), but an important and distinctive feature of the interesting selection given in this and the three following pages is that several of those included are vivid impressions recorded on the actual scene of battle. Such are the admirable Western Desert subjects executed by the South African artists Geoffrey Long and Philip Bawcombe, and the New Zealander Capt. Peter McIntyre. Portraiture is represented by the vigorous works of Capt. Neville Lewis, another South African, and two British exponents of the art, Harry Morley, R.A. and William Dring.



25-POUNDER GUN AND TEAM IN ACTION ON THE ALAMEIN FRONT — J. Barry

JOB MASEGO, M.M. — Capt. Neville Lewis



NEW ZEALAND ANTI-TANK REGIMENT AT SIDI REZEGH — Peter McIntyre

RAILWAY STATION, ALAMEIN — Philip Bawcombe

AXIS ROAD, CROSSROADS IN THE DESERT — Geoffrey Long

(Top centre, bottom left and right) Reproduced by permission of the Government of South Africa, and (top right) the Government of New Zealand. (Top left) Crown Copyright reserved. Exhibited at the National Portrait Gallery, May 1943

CONVOY TO RUSSIA — **Charles Pears**

Lt.-Comdr. M. D. WANKLYN, V.C., D.S.O. — **Harry Morley, R.A.**

Coxswain A. G. BLOGGS, B.E.M. — **William Dring**

(Top and bottom right) Exhibited at the National Gallery, London. Crown Copyright reserved. (Bottom left) Exhibited at the Royal Academy Summer Exhibition, 1943. Copyright reserved for Artist or Owner by "The Royal Academy Illustrated."

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

A New Type of British Army

"To give the public an idea of the new type of Army which has been built up out of the failures and defeats of the first part of the war." That is the object Major-Gen. E. D. H. Tollemache set before him when he wrote The Turning Tide (John Murray, 4s. 6d.).

The phrase "new type of Army" set me thinking. My mind went back forty-four years to the time of the South African War, when I first made the acquaintance of "the British Tommy," as he was then called. He was certainly a strikingly different type from the soldier of today.

Kipling drew him in Soldiers Three—at any rate, in the persons of Ortheris and Learoyd (Mulvaney I could never believe in). Hayden Coffin sang the universal popular notion of him in a catchy musical comedy number:

It doesn't matter what he was before,
Or what his parents fancied for his name,
Once he's pocketed the shilling
And a uniform he's filling,
We call him Tommy Atkins all the same.

It was a nickname used in a way that was half affectionate, and half—not contemptuous, but condescending. The idea that soldiers were, as the Duke of Wellington put it, "the scum of the earth," still haunted a good many minds. A lot of people—especially "chapel folk"—thought a family was disgraced if a son enlisted. Some places of entertainment still put up the notice: "Soldiers in uniform not admitted."

It was the South African War which began to break down the notion that the private soldier was a drunken, foul-mouthed, none too moral blot on society. Kipling rhymed the change in Tommy:

I went into a public-'ouse to get a pint of beer,
The publican 'e up and sez, "We serve no red-coats 'ere" . . .
I went into a theatre as sober as could be,
They gave a drunk civilian room, but 'adn't none for me!
They sent me to the gallery or round the music-'alls,
But when it comes to fightin', Lord! they'll shove me in the stalls!

The lilting refrains caught the public ear:

Oh, it's Tommy this, and Tommy that, and "Tommy, wait outside,"
But it's "Special train for Atkins" when the trooper's on the tide.

It's Tommy this, and Tommy that, and "Chuck him out, the brute!"
But it's "Saviour of 'is country" when the guns begin to shoot.

Today if a rhymester were putting words into a soldier's mouth, as Kipling did in Tommy's, the h's would not be dropped: it would not be suggested that a private soldier was more "common" in his speech than an officer. It was still considered correct to do this when Neil Lyons during the last war wrote that masterpiece of humour, Kitchener Chaps. Now it would seem out of date, old-fashioned, insulting.

General Tollemache does not touch on this social change which has come over "Other Ranks" in the last half-century or so. He deals with soldiers solely as fighting men; "killers" he insists on calling them. He shows how they are being trained to kill, and how this training differs from that of the past. The essential aim now is "to harden physically, to develop personality and speed of thought in action, and to produce a specialist to take his part in the team of killers." The old drill of the parade ground is, the general says, completely superseded (I wish all British officers agreed with him). Its object was to weld the troops into a solid mass which could be hurled against the enemy.

Theirs not to reason why,
Theirs but to do or die.

No initiative was permitted, no trace of individuality encouraged. The soldier was moulded into an automaton; he became part of a machine.

Steadily, shoulder to shoulder;
Steadily, blade by blade . . .

That was how the Boys of the Old Brigade did it.

WELL, the South African War stopped all that—or ought to have stopped it. Campaigning on the veld caused all rules of warfare based on the campaigns of Marlborough and Napoleon to be scrapped as obsolete. Individuality had to be fostered instead of being stamped out. The chief reason why the Boers made it a three years', and not, as we were led to expect, a three months' job, was that they had this quality and our men had it not.

From 1914 to 1918 it was not often called for. Trench warfare doesn't give the individual much chance, though trench raids brought out personal qualities and special aptitudes. In this war it is called for as it never has been before, except in Red Indian fighting or such guerilla warfare as went on for many years in the mountains of Spain. Now, says Gen. Tollemache, "there is no room for the amateur." The soldier must not rely solely on orders. He must be "quick-thinking, self-reliant and supremely confident in his own powers."

THE Hitler Youth Movement, copied from "our own Boy Scout organization," develops these qualities.

The strong morale of the Nazi soldier is the direct result of deliberate youth training. At the approved age it presents the army with a trained soldier, one who can start at once to specialize in whichever branch of warfare he has already proved himself to be most suited.

Specialization is the keynote of soldiering today.

Former wars did not require the employment of large numbers of specialists, but rapid strides have been made in the art of killing. Inventions require continued increases in specialization. It extends to all soldiers in accordance with the nature of the country in which they are fighting. It is estimated that three months' training and seasoning are required for desert fighting, and six months' for jungle fighting before a soldier ceases to be a liability in battle.

Thus we couldn't throw into the battle, as we did in 1918, totally untrained youths and middle-aged men scarcely knowing one end of a rifle from the other. They were a "liability" indeed. I know, for I saw them, and sick at heart I was to think of their plight. What Gen. Tollemache looks forward to is "the permeation throughout the Army of the Commando standard of training." It is the aim of all commanders, he states, "to teach their units to reach this high degree and to emulate the inspiring example of the Commando troops." I wonder.

Tribute is paid to the value of Army films for training purposes. They are created by "a combination of military expert and film technicians." They teach almost as well as actual demonstrations of attack and defence, which are not easy to arrange.

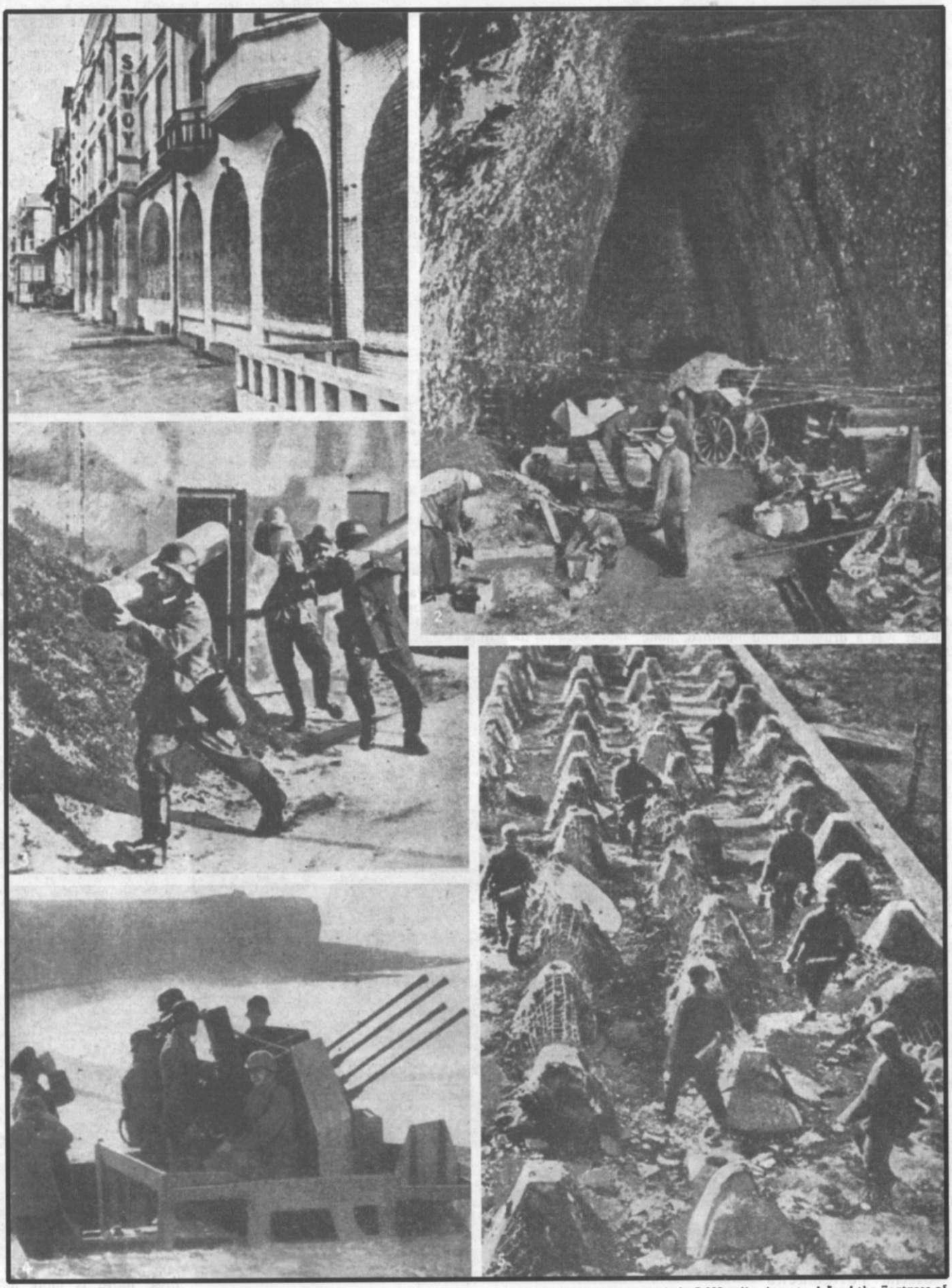
The film can portray the general idea of the whole manoeuvre and teach the object, the scope, and the result, or demonstrate the wrong way and the right way of carrying it out, and finally each distinct little phase can be shown and described separately.

The soldier in training can see how every operation of war and the handling of war machines and equipment are carried out by experts, with the help of an expert commentary.

Surprise, in the General's opinion, is the element "in which lies our chance of earlier victory." All the Nazi successes in the first three years of the War have been due to it. The United Nations surprised the world when they landed armies in North Africa. Unfortunately, they did not follow this up when the enemy in the Bizerta region had only 20,000 men to pit against us. Inadequate preparation allowed Rommel and Von Arnim to accumulate 200,000, and we have had to advance "inch by inch," as the radio commentators frequently emphasize. To be able to take advantage of a surprise move is more important, recent experience has proved once again, than the surprise itself.

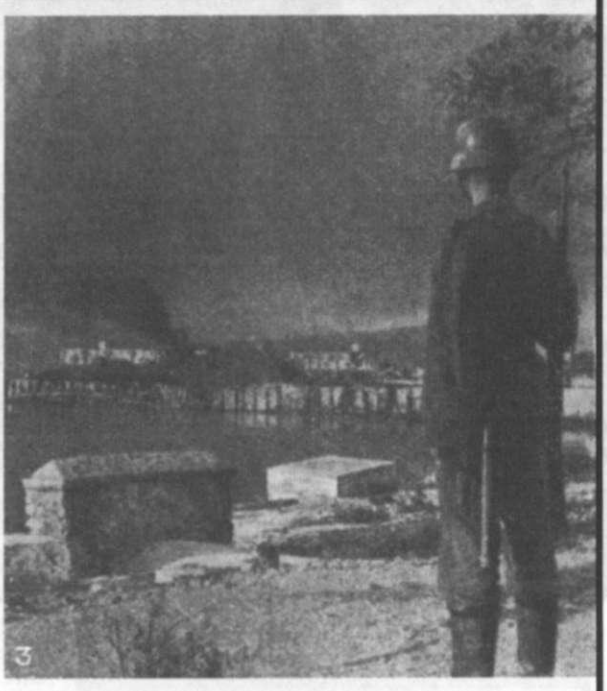
FIGHTING MEN IN THE MAKING. The Turning Tide, Gen. Tollemache's book reviewed in this page, stresses the necessity for specialization among all branches of the Army in warfare today. These 18-year-old youths are learning to use the range-finder on a mortar. *Photo, Daily Mirror*

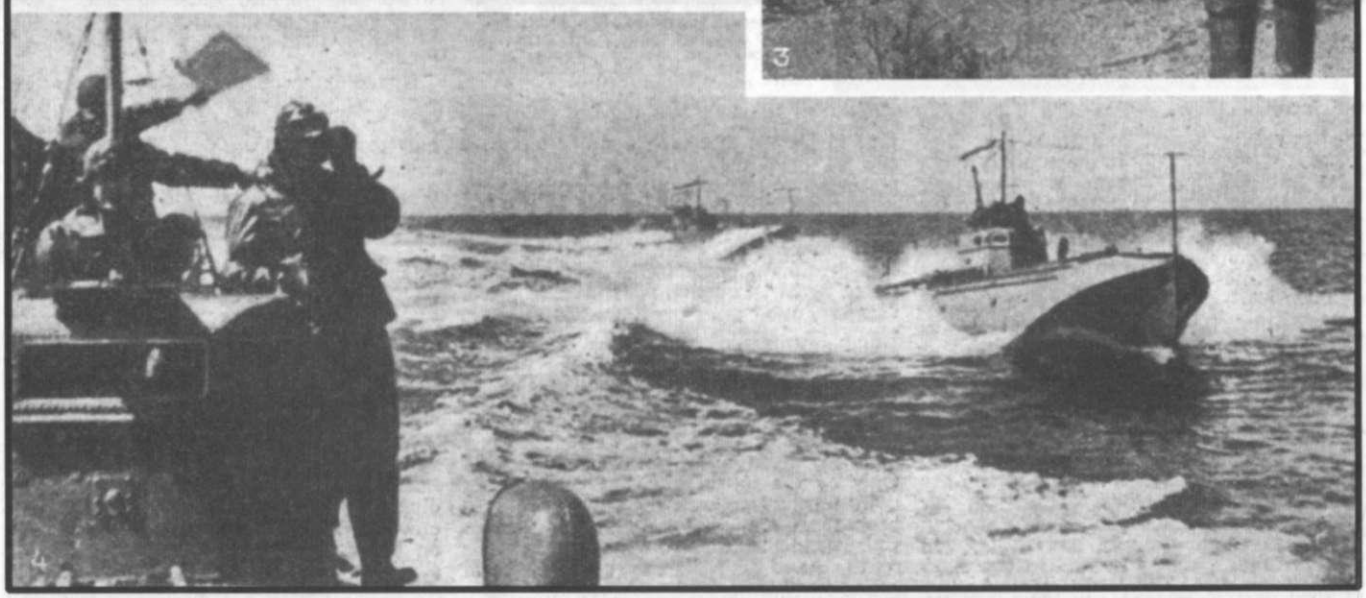
Will the Atlantic Wall Prove Another Maginot?



THE ATLANTIC WALL, supposed to extend from Norway to the Bay of Biscay, comprises "a concrete belt 5,000 miles long to defend the Fortress of Europe." How much has been actually built, and how much is just propaganda, remains to be seen. These photographs were recently published in the German press. 1, Fortified houses in a French coastal town. 2, Natural caverns "invulnerable to air attack." 3, Alarm signal: Germans carrying heavy shells run towards their guns. 4, A.A. gun emplacement. 5, Anti-tank obstacles. *Photos, Associated Press, Planet News, Keystone*

Yet Nearer to Novorossisk Drive the Russians





HUNTING THE NAZIS FROM THE CAUCASUS. On April 29, 1943, our Ally launched an attack against the German bridgehead in the Kuban peninsula, facing the Crimea (see map inset); and by May 4, had captured Krymskaya, powerful German base 25 miles from Novorossisk. 1, Soviet infantrymen attack in this area. 2, Russian tanks advance with tommy-gun detachments. 3, German sentry on guard at Novorossisk. This Soviet Black Sea naval base was taken by the enemy on Sept. 6, 1942. Engagements have also taken place between light naval craft in the Kuban River; in (4) Russian torpedo boats are seen on patrol.

Photos, U.S.S.R. Official, Planet News, E.N.A., Keystone

THE WAR IN THE AIR

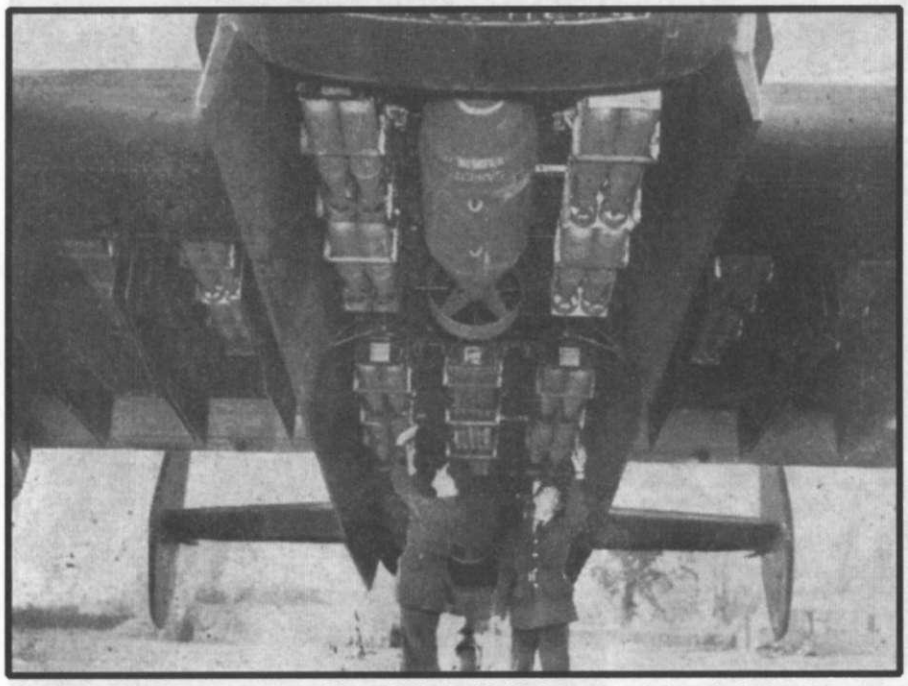
by Capt. Norman Macmillan, M.C., A.F.C.

UNTIL Churchillian-Roosevelt war policy consequent upon the outcome of the Anglo-American staff talks becomes evident in the form of strategic moves, it would be idle to predict what tactical forms the war in the air will take. Mr. Churchill has laid emphasis upon British help to America against Japan, and upon the pressing urgency of giving relief both to China and to Russia. That predicates coming greater pressure upon the Japanese by the forces now in the zones commanded by Field-Marshal Wavell and General MacArthur; but where the blows will fall which will ease from Russia the pressure of the present 190 German divisions and 38 Axis-allied divisions arrayed against her, is not likely to be disclosed until the stroke begins.

One thing is certain. That is, that the air pressure which will be brought to bear against the Axis contained within Europe and exerting a tremendous attrition against the air power of Germany, Italy and Japan—destroying their aircraft on the ground, in the air, and in course of manufacture. The third method of destruction of enemy air power has yet to be carried to Japan. Its delivery has been promised by both President Roosevelt and Mr. Churchill. There is every reason to believe that the great man-power of China will be strengthened by the addition of air power and ground mechanized power at no very distant date. Meanwhile, the bases of Italy and industry of Germany are being pulverized from the air with ever-increasingly powerful strokes by day and night.

STRATEGIC Significance of the Raid on the Ruhr Dams

The loss of eight out of 19 Lancasters to effect the rupture of the Eder and Mohne dams in Germany was a small price (however



LOADED UP FOR A RAID ON GERMANY, this Halifax's bomb-rack is packed with H.E.s and incendiaries. N.C.O.s check over the fuses before the bomb-doors are shut. The R.A.F.'s record raid on Dortmund on May 23-24, 1943 brought the total weight of bombs dropped on Germany to 100,000 tons. *Photo, Keystone*

the Japanese forces outside Japan and the Japanese within Japan will be stepped up to ever-increasing power and frequency. For there is today no doubt in the minds of those who hold absolute directional power over Anglo-American war effort that air supremacy and the power of the bomber form a war weapon of unparalleled force, and there is expressed determination to make the utmost of the Allies' air superiority.

THE turning of the tide in the air war is one of the most outstanding features of the World War. At the beginning Germany wielded great superiority in the air, 20 to one at least against Poland, 100 to one against Norway, 40 to one against Holland, 25 to one against Belgium, 10 to one against France, five to one against Britain. That superiority has gone. Britain alone exceeds in air strength the Axis and Japan. Add American and Russian air strength, and the United Nations must possess a two to one ratio in their favour against all their enemies combined. This ratio is rising rapidly to a flood. The present air strength of the combined air force of the United Nations is regrettable) to pay for a blow of such outstanding strategic significance. It is the first time in history that such a stroke has been effected from the air. It is a use of air power which I among others have long since prophesied. Its significance lies in the fact that it points the way to the fulfilment of many other uses of air power or to their capacity for fulfilment. One was specifically stated by Mr. Churchill when he said that if Germany used gas against the Russians we would immediately employ gas against her cities and factories. That is one of the aspects of the air weapon which too many in Britain did not accept before the War began—I mean, the strategic conception of its use; how, but by air power, could we hope to deter Germany from using gas against Russia? Only by the threat, nay, the certainty, of swift retribution, would Germany be held back from the employment of any means which held out hope of victory. Dare she try the use of gas against the spoken word of Mr. Churchill, knowing (as at least her leaders know) that she is inferior in air power, and especially in the kind of aircraft which would deal most havoc in air gas warfare? Nothing that sea or land power could do today to Germany could have the slightest restraining influence. Air alone may restrain, and, if that fails, answer.

Here we have the reply to those who, even a short time ago, having noted Germany's failure to end the War with her then predominance in air power, proceeded to argue that the strategic conception of air power was false and that all air power should be "integrated" with land and sea power: or, in other words, handed over in a subservient capacity to Army and Navy Commanders. The independent nature of the R.A.F. as a Service was challenged by these theorists.

HOW wrong they were! It has been precisely the independent nature of the R.A.F. which saved Britain. If it had been an Army service, we might have had far too many squadrons in France, and too few for the Battle of Britain. No Army air service could have rendered greater help than the R.A.F. and the associated air forces in the Battle of North Africa. The truth is that air power is a specialist's job; and that its employment can be deflected by that specialist where he wills, strategically or tactically, according to the current necessities of political, military, or naval situations.

The failure of the Luftwaffe is the failure of a service which, although ranked as independent, was nevertheless the vassal of the German Army. The beginning of its failure was in the tactical conception of the Battle of Britain by responsible German commanders, and in the kind of equipment they provided for the purpose.

The reservoir of Allied air power that was stored in North Africa is now released and is rushing towards Southern Europe, battering the islands with its flood, creating havoc and alarm in Italy. That is one price the Italians have had to pay for defeat in Africa.

WHEN a Beaufighter Was Shot Down off Malta

Recently, I heard an interesting story of the earlier days of the Mediterranean struggle in the air. A Beaufighter squadron which was moved from Scotland through England to Malta to help to provide protection for the convoys to North Africa once had two Beaus. out on patrol from George Cross island. They shot down two German aircraft. One of the Beaus. came down and its crew of two got into their dinghy. The other Beau. circled and radioed back to base. Two more aircraft of the squadron came out, took over, and circled in patrol over the dinghy.

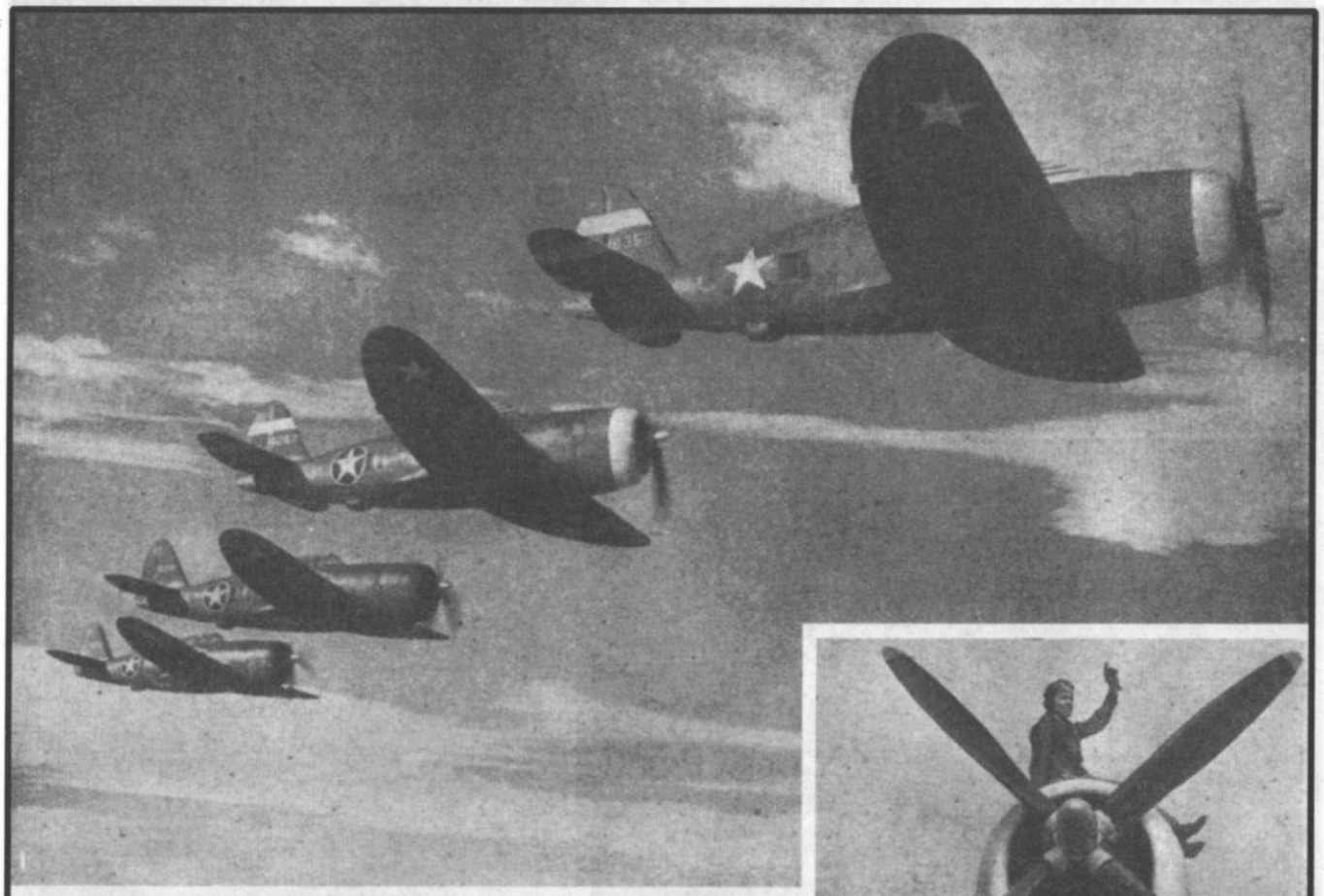
The only seaplane in Malta at the time was a captured Italian machine. It took off to go to the rescue of the two British airmen, only to be shot down by a Spitfire.

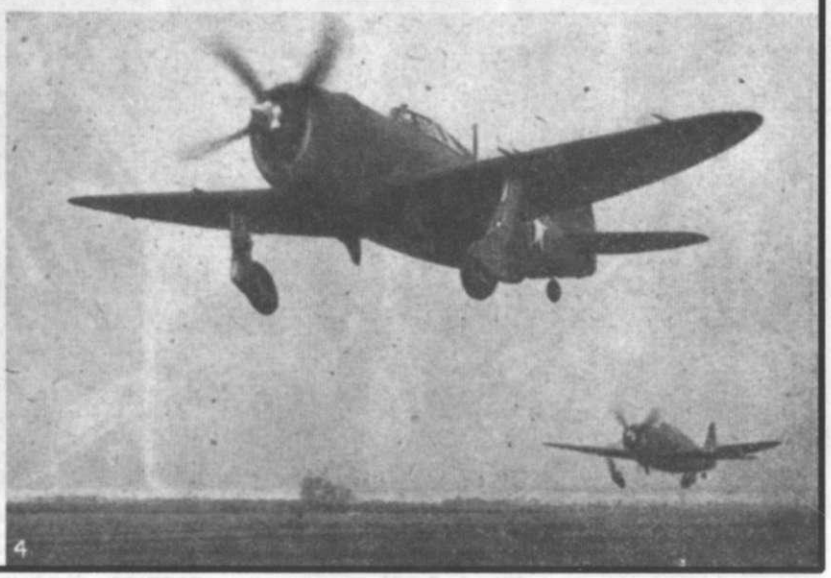
Two more Beaus. went out to circle the dinghy. One returned with engine trouble. The other relieved the two who were there.

FOUR F.W.190s appeared and circled above the solitary Beaufighter but did not attack it. A Dornier flying-boat then came along and circled with the Beau. The British pilot called up Malta and asked what he should do. He said he could shoot down the Dornier, but then the F.W.s would attack him and the dinghy.

Malta replied that if the Dornier would rescue the dinghy's crew, let it do so. The Beau. pilot then dived repeatedly over the dinghy. The Dornier pilot understood, went down, landed alongside and took the two men on board. It rose again. The Beau. flew alongside it, and the pilot saluted. The German pilot saluted in return and then turned off on a course for Italy. The solitary Beaufighter turned on to a course for Malta, and the four F.W.190s retired.

For Reasons Enough It's Named Thunderbolt





THUNDERBOLT, America's latest fighter (P.47) now operating from British bases, has a span of 41 ft., length 32 ft., and weighs 13,500 lb. Its powerful armament consists of eight 0·5 in. machine-guns, having a combined rate of fire of 6,400 rounds a minute. A single-seat, low-wing monoplane, it is designed for high altitude performance and is powered by a 2,000 h.p. engine giving a speed of about 400 m.p.h. 1, Thunderbolts in flight. 2, Four guns in each wing give this plane a deadly punch. 3, The Thunderbolt's nose. 4, Taking off.

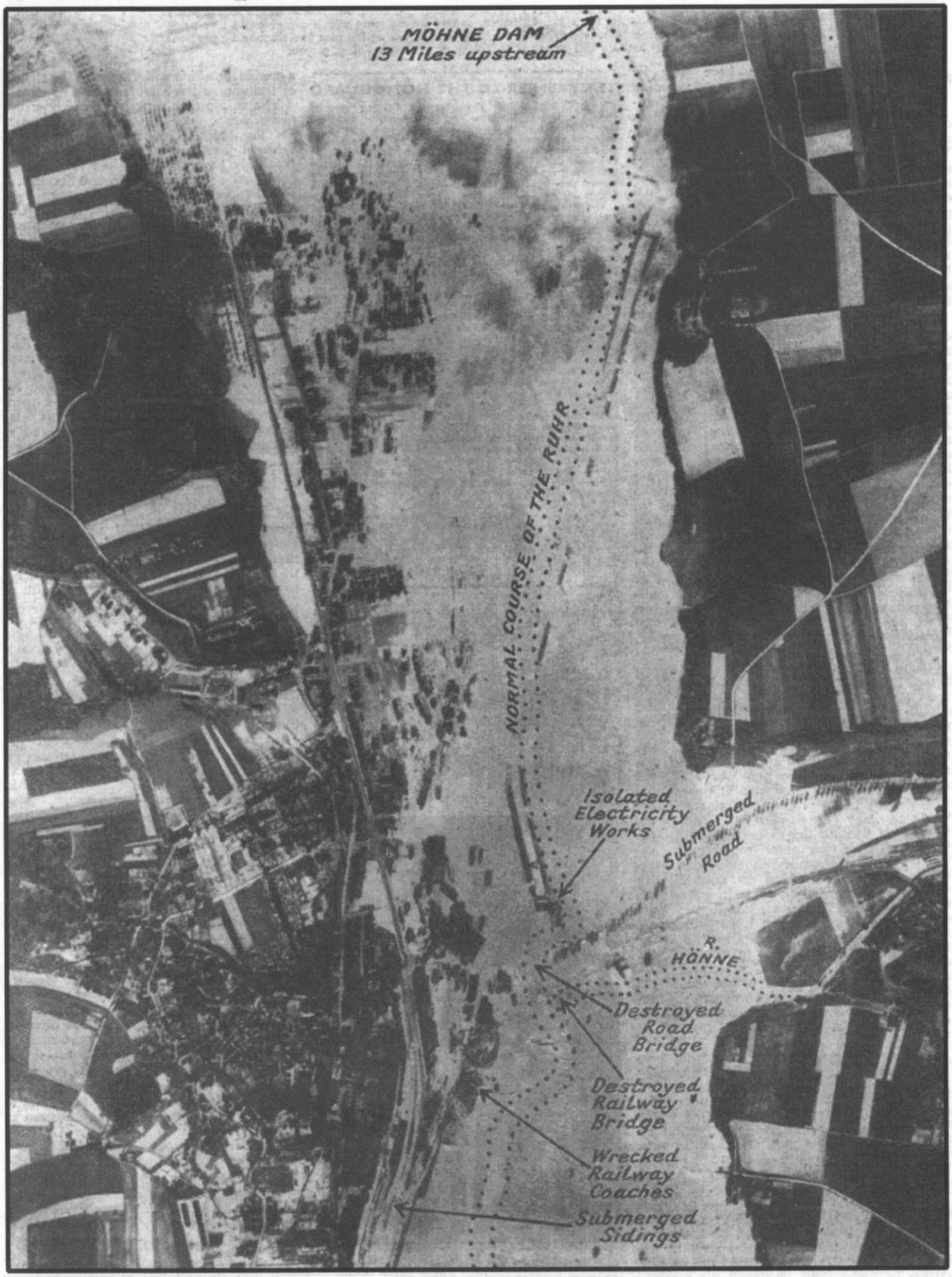
Photos, New York Times Photos, Central Press, Associated Press

Lancasters Breach Ruhr Dams by Moonlight

DESTRUCTION OF MÖHNE, SORPE AND EDER DAMS by R.A.F. Lancasters on May 17, 1943, launched the War's greatest industrial disaster against Germany. 1, Position of targets in relation to Ruhr centres. 2, Sir A. Harris, A.O.C.-in-C. Bomber Command (standing on left), listens to a crew being interrogated after the raid. 3, Wing-Cmdr. Gibson, D.S.O. and bar, D.F.C. and bar, who led the attack; his V.C. was announced on May 28. 4, Möhne Dam with valve chambers in foreground and control-room on crest, and (5) seen from the air before the raid. 6, Water pouring through the 300-ft.-wide gap made by the R.A.F.'s mines.

Map by courtesy of The Daily Telegraph: photos, British Official; Barratt's.

Floods Complete the Havoc Wrought by Bombs



IN THE RUHR VALLEY: An R.A.F. reconnaissance photograph showing the inundations at Fröndenberg-Bosperde, 13 miles from the Möhne dam (see map in opposite page) following the breaching of the Möhne and Sorpe dams by 19 R.A.F. Lancasters on May 17, 1943. Two days after the attack it was stated that flood waters from the Möhne reservoir had swept more than 100 miles along the Ruhr and Rhine rivers to Emmerich, a few miles from the Dutch frontier.

Photo, British Official: Crown Copyright

Aggressive Defence Is the Home Guard's Duty

On the completion of its third year's service, on May 14, 1943 the Home Guard was signally honoured by a broadcast from Mr. Churchill, salient points from which are given in this page. Here, also, is a comprehensive review of the force's work during the past twelvemonths ; previous articles will be found in Vol. 4, p. 570, and Vol. 5, p. 760

THREE strenuous years have gone by since that well-remembered evening in May when Britons in their hundreds of thousands rallied to Mr. Eden's stirring call for Local Defence Volunteers. Years of increase, these, increase in training, in arms and equipment, in fighting efficiency ; and their expiration finds the Home Guard—changed in name but not in spirit—a vital part of the formidable defence forces now gathered against the danger of invasion. More than this, the time is at hand when the Home Guard must take a great deal of the burden of home defence on to its own shoulders and so release the regular troops for the impending onslaught on Europe.

What has Britain's citizen army done during the past year to fit itself for this great and responsible task ? Firstly, it has widened and developed the scope of its activities, as foreshadowed early in 1942. Thus in addition to the main body of General Service battalions, there are the much augmented A.A. units, the Coastal Defence batteries, and the recently formed Motor Transport companies which already number over one hundred. The primary function of the last-named, some of which are troop-carrying and some load-carrying, is to undertake general transport duties for the Army in case of emergency. Secondly, by a progressive stiffening up of training, continual practice and improved knowledge of operational duties, all branches of the Home Guard have attained a notably higher standard of proficiency. Finally, the supply of all-important arms and equipment has at last met the insistent demand, even practice ammunition being now available in quantity.

Though the chief task of the General Service battalions—the aggressive defence of their towns and villages—has not changed, certain far-reaching innovations have been made in training methods. The adoption of battle procedure and battle drill on a modified Army model, necessitating the reorganization of units into battle companies and platoons, has on the whole effected an undoubted improvement in operational efficiency. In some instances this form of training may have been too uniformly employed without due consideration for the capabilities of the older members of the force, but the obvious results of this over-enthusiasm have tended to correct such mistakes. The attempt to train some units on Commando lines was, however, a more serious error, upon which Lord Bridgeman, the Director-General, recently made forceful comment. " I would like to make it quite clear," he said, " that Commandos train for certain special duties which the Home Guard does not share with them . . . Commandos are not Home Guards and Home Guards are not Commandos."

THE general speeding up of training so marked in the past year has been immensely facilitated by the substantial extension of instructional centres. There are now three G.H.Q. schools, twenty-six travelling wings and one Town Fighting wing, all staffed by regular officers and N.C.O.s familiar with Home Guard requirements. In addition, courses are run at Command Weapon Training Schools where the use of Home Guard weapons is taught, together with certain specialist subjects such as signalling, anti-gas and intelligence. All this is but a part of the invaluable help being given by the Army, to which must be added the regular officers and Permanent Staff Instructors allotted to battalions for training and administrative work and, of course, the ever-welcome cooperation in exercise and training so readily extended to individual units by the Field Army itself.

It is no small satisfaction to the Home Guard to know that it is returning thanks to the Army every day in the form of "recruits" who are already well-trained soldiers at the moment they join the colours. A member of the Home Guard does in fact start his Army career many weeks ahead of the raw recruit ; moreover, every man who passes the proficiency test provided for in Home Guard Regulations is now to be given a certificate which will guarantee the standard of training he has attained when he joins up.

The man-power problem, steadily growing more acute, has created many difficulties for the Home Guard in general and the General Service battalions in particular. Not only have the latter had to replace the continual drain imposed by the Services, but also fill the gaps left in their ranks by the numerous transfers to A.A. units, Coast Defence batteries and M.T. companies. These losses have to a large extent been offset by the intake of "directed" men under the compulsory enrolment scheme introduced in 1942, and the lowering of the joining age to 17. Other demands have been those of agriculture and vital war industries crystallized by a suggestion, put forward in February 1943 by the T.U.C., that members of the Home Guard engaged in such essential work who had reached a reasonable degree of efficiency should have their training and duties lightened to the minimum absolutely necessary. This was in accordance with War Office policy and was immediately given effect.

YET another outcome of the increasing man-power shortage was the greatly improved co-ordination between the Home Guard and the Civil Defence Services. Although the former cannot be called upon for Civil Defence duties if the local Military Commander deems such employment detrimental to military requirements, it has in fact been found practical in many places for the two forces usefully to interchange certain branches of their training. The value of this has been abundantly proved in many major and minor air raids when the Home Guard has rendered good service to the Civil Defence authorities.

A year ago the newly-formed A.A. units had scarcely found their feet ; today many of the batteries have mastered the hard training called for and are now operational. Their success is fittingly summed up in a terse communiqué issued on January 18, 1943 : "The Home Guard turned out and manned A.A. guns during last night's raids. The muster was very satisfactory. More than one regular battery commander stated that they came fully up to expectations and did a 'good job of work.' "

Progress has also been good in communications and transport. To the already competent signalling sections, portable wireless sets are now being issued ; while the number of W.D. vehicles in use, ranging from motor-cycles to 8-cwt. trucks, has passed the 9,000 mark. Feeding and medical arrangements, too, have been greatly improved. On mustering, the Home Guard is now in a position to provide its own food. Every battalion and most companies have their own medical officers and specially trained N.C.O.s, while a high percentage of the rank and file has qualified in first aid.

Finally, after much agitation, the useful help long given unofficially by women has been properly recognized, and women auxiliaries have now been authorized to perform service with the Home Guard in non-combatant duties. They will wear a specially designed badge, but no uniform.

The question is sometimes asked : "Is too much being put on the Home Guard ? " In answer let me again quote the Director-General. " Never yet," he said at a Press Conference on May 6, 1943, "has the Home Guard turned back from any job which they realized was necessary, and was in their power to perform and they were the right people to perform it."

J. R. FAWCETT THOMPSON

THE PREMIER TO THE HOME GUARD

GREAT BRITAIN is the advanced fighting base of the United Nations, and is still under constant siege and assault by air and sea. It is in a very large measure the powerhouse and directing centre of the whole British Commonwealth and Empire. It is the source of a vast output of war equipment. It is the home and cradle of the Navy . . . In this zone there burns the light of freedom—Guard it well, Home Guard . . .

We have now nearly 2,000,000 resolute, trained and equipped men, all of whom do their daily work in field or factory, and add to it, free gratis and for nothing but honour, the last and proudest duty of a citizen of the Empire and a soldier of the King . . . You Home Guardsmen are specially adapted to meet that most modern form of oversea attack—the mass descent of parachute troops. The Home Guard might well share the motto of the Royal Artillery—' Ubique '—for they are everywhere.

And if the Nazi villains drop down upon us from the skies, any night on a raid or heavy attack upon the key production centres, you will make it clear to them that they have not alighted in the poultry run, or in the rabbit farm, or even in the sheepfold, but that they have come down in the lions' den at the Zoo.

Here is the reality of your work. Here is that sense of imminent emergency which cheers and inspires the long routine of drills and musters after the hard day's work is done . . . Just in the same way as the Home Guard render the regular forces mobile against an invader, so the Home Guard must now become capable of taking a great deal of the burden of home defence on to themselves and thus set free the bulk of our trained troops for the assault on the strongholds of the enemy's power.

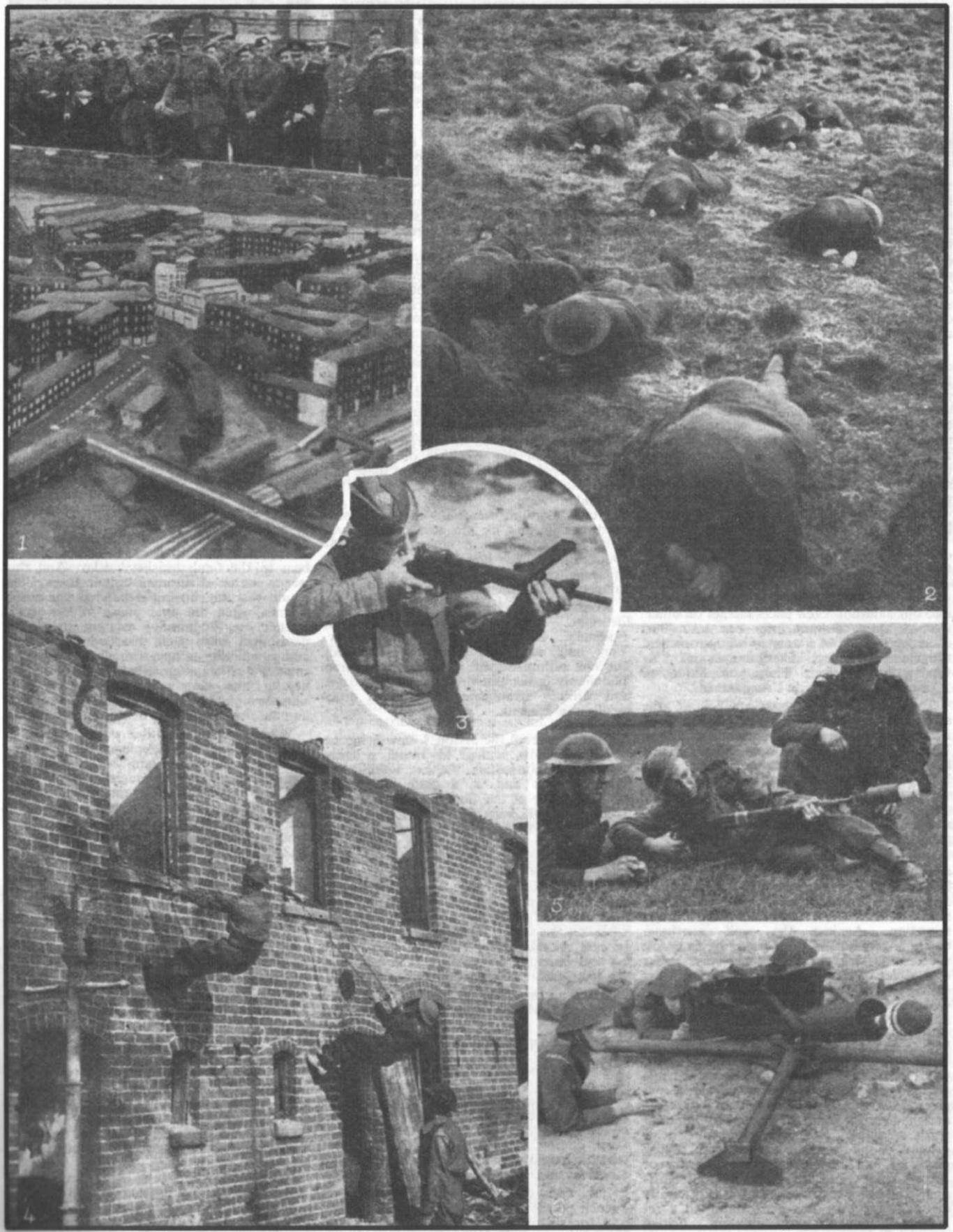
It is this reason which, above all others, has prompted me to make you and all Britain realize afresh . . . . the magnitude and lively importance of your duties and of the part you have to play in the supreme cause, now gathering momentum as it rolls forward to its goal.

—In a broadcast from The White House, Washington, U.S.A., May 14, 1943

L.D.V.s ON PARADE during the anxious summer months of 1940. These eager volunteers, ill armed and equipped though they were, established the great tradition of service that inspires the Home Guard today.

Photo, Fox

'If the Nazi Villains Drop Down Upon Us'



HOME GUARD TRAINING has made vast strides during the past year—the third of the Force's existence. The supply of arms and equipment, also, is now keeping pace with the demand. These photographs taken during training show how Home Guardsmen are preparing themselves for the serious responsibilities that lie ahead. 1, Model for teaching street-fighting tactics at a Glasgow school. 2, Crossing open ground under live fire. 3, Sten machine-carbine as fired from the shoulder. This useful weapon has been issued to the Home Guard in increasing quantities. 4, Scaling walls by means of toggle-ropes at a street-fighting school. 5, Firing a grenade from a discharger cup attached to a Service rifle. 6, The spigot mortar, part of the Home Guard's sub-artillery.

Photos, British Official, G.P.U., Sport & General, Central Press, Topical

I WAS THERE! Eye Witness Stories of the War

We Were in at the Death in Tunisia

Told in vivid dispatches from front-line war reporters in Tunisia, here is the story of the final dramatic stages of the brilliant campaign which, culminating in the capture of General von Arnim, leader of the vaunted Afrika Korps, now demoralized and broken, freed North Africa of Axis domination.

So here we are in Tunis (May 7). We are in the town and fighting is still going on in the streets. In friendly rivalry, armoured cars of the First and Eighth Armies have gone in side by side—the Derbyshire Yeomanry from the former and the 11th Hussars from the latter. I can tell you just what the first hour or two after our entry was like. With other correspondents I had been all day close on the heels of our armoured cars, through Massicault and St. Cyprien. In front of us were a couple of Sherman tanks, some half-dozen armoured cars, and a solitary jeep.

We had topped the rise beyond St. Cyprien and seen the wide expanse of Tunis lying before us under a thick pall of black smoke from burning enemy petrol dumps. This sombre spectacle was pricked out with brightly burning fires in one part or another of the city as we began to descend the hill. Eagerly we counted the kilometre stones that brought us ever nearer to the city—six, five, four. The nearer we got the louder grew the cheering of the freed people.

GAILY-DRESSED women lined the streets as we passed through. Elderly men were cheering with the gusto of schoolchildren. Outside a villa appropriately named the Villa de la Victoire a pretty girl in a light blue jumper impulsively thrust a bottle of wine into our hands. A few paces farther on other women threw flowers into our car. The cheering swelled to a roar as we approached the centre of the city. Everyone seemed to be waving the Tricolor. There were shouts of "Vive la France ! Vive l'Angleterre !"

Then at 4.30 we drew up behind the advanced armoured cars, our car the only Allied "soft-skinned" vehicle in Tunis. The capital of Tunisia was taken. Then began a crowded half-hour of life. One hardly realizes how it started. One moment we were standing up in our car among a cheering throng. The next there was a sudden crackle of machine-gun fire, loud and repeated.

There were German snipers in the town, and they were firing from the windows of houses. In a moment we were out of the car and down flat on the ground, under the shelter of the nearest house. It was a strange sensation. Against the wall overhead machine-gun bullets were pattering in quick succession. We were in the very midst of a street battle. I can only describe it by saying that it was all more incredibly Hollywood than anything I could possibly have dreamed.

SUDDENLY a voice called out, "There is a German firing from the house above you." Whether it was so or not we did not wait to discover. We crawled along the ground some distance, and then got to our feet and made quick going for a couple of hundred yards perhaps. Here we were on "dead ground," and fantastic scenes were taking place. I had been present at the entry of British troops into Benghazi, Tripoli, Kairouan and other towns and each was generally an affair more or less conforming to a set pattern. Here it was different. British troops, German troops, French civilians, all seemed mixed up in indescribable confusion.

Out of numberless side streets more and more Germans were appearing. Some were under escort, but the majority were coming in to surrender themselves freely. They tramped stolidly along in twos and threes or fours, sometimes with their hands up and sometimes not. Anyhow, they seemed to have no fight left in them. And yet a hundred yards or so away heavy street fighting was still continuing. Elsewhere a group of Germans had surrendered to a couple of British Bren-gun carriers. The troops manning the carriers were under orders to go forward to take part in routing out the remaining nests of enemy snipers in the town. They did not know what to do with the numbers of prisoners. They simply piled them into the carriers, where they considerably outnumbered their captors. The troops then went forward into action, taking their prisoners with them.

Not the least remarkable feature was the fate of the British prisoners. Some 800 of them had been housed in a large covered-in cattle shed on the outskirts of the town. On Wednesday of this week 380 of these had been removed by sea to Italy. The bulk of the remainder were due to go today or tomorrow. I found these 400 in their improvised prison just as the street battle was dying down in their immediate neighbourhood. They greeted us with cheers and began spontaneously singing any music-hall catch that came into their heads.

Most of them had been there about a fortnight. They had suffered severely from dysentery. All were weak from hunger. They had not been positively ill-treated, but the administration of the prison camp had simply broken down in the last few days, and sanitary arrangements had been practically non-existent.

WHEN I entered the prison I saw lying on the floor, soaked in blood, a badly wounded Italian soldier. He died within a few minutes. His fate is a grim illustration of the attitude of the Germans towards their allies. He had been on sentry duty outside the prison and had wandered perhaps some dozen yards from his sentry box to talk to a group of civilians. Suddenly a German armoured car swept through the town. Its occupants saw the sentry apparently fraternizing with the civilians. With one swift round of machine-gun fire they mortally wounded the sentry, who had to be dragged in and succoured by the very men whom he had been set to guard. That was how the last German panzers behaved as they fled.

What an amazing 48 hours it has been since our final blitz attack started with the attack on Djebel Bou Aoukas on Wednesday evening (May 5)! In this last act of the Tunisian drama the climax seemed to come with amazing swiftness. What happened was that we brought an immense superiority in man-power and every sort of material to bear in the final decisive battle. And that was a matter of supreme organization. The result was that, having weathered the earlier storms, when the final phase of the attack started on Wednesday evening the battle developed with such clockwork precision and punctuality as have scarcely been equalled since Wavell's first great battle at Sidi Barrani nearly three years ago. Our infantry went slap through their objectives right up to time, and the armour were up ready to exploit them.

When it is realized that we had in the air frequently well over 100 planes at a time over a single small sector and that for the final infantry attack on Wednesday night there was one gun to every several yards of front it will be seen how immensely powerful was the blow which we were able to strike. And that was why the enemy front collapsed so suddenly and abruptly.

AT first light we all went forward nourishing the hope that we might perhaps reach the suburbs of Tunis or at any rate look over the city from the adjacent hillside before evening.

By 2.45 in the afternoon the first armoured cars of the Derbyshire Yeomanry were reported in the outskirts, and at 4.30 the 11th Hussars broke into the town itself.—*Christopher Buckley, The Daily Telegraph*

CLEARING OUT ENEMY STRONGPOINT in Tunis. Street fighting, described in this page, was quickly dealt with by our men. *Photo, British Official*

How We Did Rejoice in Liberated Tunis!

IT is a wonderful thing seeing a city come to life after the Germans have gone. Tunis has given itself up to three days of rejoicing, and there are no signs of it ending yet. Shouts, cheers and yells keep coming up to this hotel bedroom window from the main street, where 1st and 8th Army units are flowing through the crowds.

For two days before we arrived all French people were confined to their houses, and for six months before that they could not go beyond the city limits. Now, as though the whole war were finished, they have burst out on the streets, waving flags, throwing flowers on every passing truck. The singing and shouting have not stopped since dawn.

Only the military curfew put a stop to festivity last night. A broadcasting truck passed through the streets at 7.30 p.m., and in French and English it was announced that "everyone, including military personnel, must be off the streets in half an hour." They melted away reluctantly and made up for the loss of time today. At dusk I went into a music hall, which carried on in spite of the fact that the Germans smashed the electric power plant before they left. A notice outside said: "Despite Adolf and Benito the show goes on."

Footlights were a row of candles, and

an oil lamp kept exploding through the performance. But four or five hundred people deliriously sang "Madelon," and roared over the comedians' wise-cracks against Hitler and "Macaroni"—wise-cracks which would have meant death three days ago. There was a tumult of clapping when the principal comedian announced that he had composed a new song "without any kind of collaboration whatever." The word "collaboration" to all Frenchmen has come to mean "pro-German."

WHEN I came out into the street a much better show was going on. Four "Desert Rats" were standing on the balcony in an almost Romeo and Juliet setting, roaring English songs to a fascinated crowd of French people who swarmed across the street below.

Suddenly three motor lorries filled with Germans and Italians who had tardily been routed out of some houses came round the corner and passed the crowd. The thing that took my attention was not the tide of boos and hisses, not the wave of hate, but the stony look on the face of the last German in the last car. I have seen some 20,000 prisoners in the last two days, but this youth was the expression of them all. He had such a look of balked fanaticism, of weariness and bewilderment that it was clear that he was on the point of breaking down, and saying: "Why do they hate me so much? Have we been wrong all along? Is Hitler a fraud?"

But this crowd is in no mood for finesse, nor has it any time for worrying over German feelings. French and Allied officials are making a clean sweep through the Administration. Refugees from Bizerta, Sousse, Sfax and France itself are being sorted out. Already young Frenchmen are being called up. The food situation is being taken care of at once. It is announced this morning that everyone is to have 500 grammes (more than a pound) of bread daily, and the new coffee ration starts this week.

I went into the offices of the local newspaper, *Dépêche Tunisienne*, where the Germans printed most of their propaganda. Just before they left a party of German saboteurs entered the building, smashed the linotypes and poured nitric acid on to the paper rolls. "They just left these," said the head compositor, showing me a great pile of anti-British cartoons and printing blocks. With a superb gesture he swept them off the table into a rubble heap.

There were stacks of the last issue of the German desert newspaper The Oasis, which was started for the Afrika Korps two years ago. This is one German paper that will never be published again. This issue was dated May 9, the day after the Germans had left. In place of The Oasis a newspaper for British troops appeared off the same presses today—The Tunis Telegraph. The first man to get in here was a Sergeant Lyons, who was the first man to get into Tripoli, the newspaper says.—*Alan Moorehead, The Daily Express.*

PRISONERS ON HORSEBACK. These cheerful Germans in Tunisia come in unassisted. A description of our round up of the enemy is given in this and the following page.
Photo, British Official

For 60 Miles I Drove Past German Prisoners

TODAY (May 11) I have seen what must be the greatest collapse of German arms since Adolf Hitler, as Chancellor of the German Reich, began ten years ago to lead his nation into war.

For sixty miles I have been driving past German vehicles crowded with German soldiers, driven by Germans flying the white flag. More than 40,000 additional German troops have surrendered and are coming back unguarded except for an occasional British private.

Perhaps nothing could more clearly highlight the utter cracking in German morale than the fact that thousands of men have been sitting down beside the road merely awaiting someone to accept their surrender. Three hundred men, led by officers, surrendered to myself and one other correspondent near the end of the peninsula. And these were not slovenly Italians, but men of the Afrika Korps and the Hermann Goering Regiment.

In the race back through the darkness to catch the courier plane we have had to order to a side road German staff cars crowded with officers. Lumbering along the road back to Tunis we have seen hundreds of German trucks, cars, volks-wagons, and troop carriers containing, as far as my rapid count can be regarded as accurate, between 20,000 and 25,000 crack German troops—accompanying them were not more than a few dozen British soldiers. With evacuation denied them their débâcle has been utter, complete and devastating.

As we drove down into the Cape Bon peninsula from Tunis we met the first number of refugees returning homeward, then gorgeously dressed horsemen of the Palace Cavalry of the Bey of Tunis, who are guarding the furniture and ornaments which are being hauled back to his Tunis residence. In a yard outside the town of Hammam Lif were eleven dead horses without a mark of injury on them, but all killed instantaneously by bomb blast. Swollen by gases, they lay in fabulous attitudes, their feet in the air.

German 88-mm. guns, sometimes destroyed, sometimes still complete, lay abandoned along the roadway, and away to the right of the highway an occasional shell was plopping as our men dealt with an obstinate pocket of Germans. We raced down miles of empty road, hardly knowing whether a German ambush lay ahead, for every building in the fields was flying the white flag and an occasional strange figure melted into the bushes as our solitary car approached.

We went north-east from the middle of the peninsula to the town of Beni Khaled, where we found a squadron of Churchill tanks clanking through the narrow winding streets, seeking to catch up with the First Army reconnaissance units which were reported to be pushing right down toward Cape Bon itself. Here were gardens being improvised into prison cages, and in them Germans who smoked, played accordions, even sang as they awaited transport up the road. Most of them were decorated, and many had seen a year's fighting in Russia.

THERE was a large store of Axis equipment in this town, and from now on we were to see deserted enemy camps left crammed with material, abandoned dumps, munitions, transport in working order with petrol still in the tanks and loaded trucks beside the road. In one was a great miserable pig in a crate which grunted piteously as we approached. That was in the early afternoon, and from then on only two things were monotonously repeated—the burning vehicles beside the road and Germans driving toward Tunis in long dusty columns.

When we first saw truck after truck with black German crosses on the sides and filled with German soldiers, with an occasional staff car or tractored troop carrier, roaring past us, this might have been a nightmare, for there wasn't a sign of any British escort. If it had not been for the absence of weapons it was like an ordinary enemy troop movement behind the lines. It appeared that those German units who hadn't enough petrol to run their vehicles were setting them afire or wrecking them, for pillars of smoke were

CELEBRATING OUR VICTORY IN TUNIS. Delirious with joy, citizens turn out en masse in carnival mood to greet the victorious Allied troops. As told in this and the preceding page the streets of the city were thronged with singing and cheering multitudes.
Photo, British Official; Crown Copyright

rising blackly, and others were driving themselves into captivity.

As Allied planes in their last bombing of the day on the northern side of the peninsula—down which we were now following an armoured car reconnaissance squadron—began low attacks on the country ahead we halted for lunch.

News began to come back a little later from an armoured division that they were pushing on and meeting practically no resistance but taking thousands of prisoners. We realized that organized resistance had ceased. The prisoners are mainly German, and the extraordinary thing is that they seem relieved to be captured. They are docile and not aggressive, stopping at each corner in order to inquire which way they turn for the prison cages. They came out from woods, attaching white flags to their vehicles or carrying them on sticks.

Groups of officers, smartly uniformed and smoking cigarettes, drove in sleek cars with their men. Others stood at attention beside the roadway, saluting every British officer who passed. In Tunis as I drove through in the moonlight there was the grotesque scene of Germans reoccupying the streets which they had been driven out of last Friday, but this time they were not men of war but mere wayfarers whom I saw asking in broken English which route they were to take to the prison camp.—*Roderick Macdonald, The News Chronicle*

Gen. VON ARNIM, defeated Axis C.-in-C. in Tunisia, steps from the plane which landed him in Britain on May 16, 1943. He was brought by air from Gibraltar. *Photo, British Official*

How Von Arnim Surrendered at Last

OUR brigade columns of the Fourth Indian Division were working their way through hilly country in the St. Marie du Zit zone, 28 miles south of Tunis, on May 12 (said an officer of this famous unit), when some German lorries came forward with white flags flying. The lorries brought Col. Nolte, Arnim's Chief of Staff, with other officers and interpreters. Nolte said that he had been authorized by Arnim to seek terms of surrender for the supreme commander of the Axis forces in Tunisia, for Gen. Krause, German Panzer general, and their Staffs.

Nolte was taken to our divisional headquarters, near Ainel Asker, where he was shown a typewritten note setting out terms for the unconditional surrender of the Axis forces and the immediate cessation of hostilities. He reiterated that Arnim was surrendering only himself, Krause and their Staffs, and that they had no power to accept other terms. The Major-General commanding our Division and a Corps Commander went off with Nolte to German H.Q. Arnim greeted the British generals outside his caravan, stiffly saluting each one before inviting them inside. Arnim and Krause then talked with the British generals through an interpreter.

The Axis commander declared that his forces were too widely scattered for him to order them to cease fire even if he wanted to. Nothing more could be done, and Arnim's surrender was accepted. He and Krause gave up their revolvers, and later in the afternoon, when arrangements had been made for their removal, Arnim emerged from the caravan. His Staff Officers, lined up outside, sprang to attention and remained at the salute for nearly half a minute. Arnim acknowledged the salute and then walked down the ranks of his officers, shaking hands with each one of them.

The officers clicked their heels and some of them gave the Nazi salute. All were dressed in their best uniforms with full decorations and gave a remarkable display of military etiquette. Arnim entered an open car and stood holding the windscreen with his left hand in Hitler fashion while he gave the final salute to his Staff. The car rolled slowly away to the H.Q. of the British 1st Army, followed by other cars carrying Krause and other German officers, along a road packed with Italians and Germans driving themselves into captivity in their own vehicles.

Arnim stood up in his car practically all the way acknowledging the salutes and cheers of his defeated soldiers. He dined with other captured German generals in a small tent at 1st Army H.Q. Then he had a talk with General Anderson.—*Reuters Special Correspondents in Tunisia*

OUR DIARY OF THE WAR

MAY 12, 1943, Wednesday *1,348th day*

Air.—Duisburg bombed in R.A.F.'s heaviest attack to date; 34 bombers missing. Soviet Air Force raided Warsaw railway station.

North Africa.—Organized resistance in Tunisia ceased; Gen. von Arnim, commander of Axis forces, captured.

Mediterranean.—Naples docks and railway yards raided by Allied bombers.

MAY 13, Thursday *1,349th day*

Air.—R.A.F. made very heavy night raids on Bochum in the Ruhr, Berlin and Czechoslovakia; 34 bombers missing.

North Africa.—Last Axis forces in Tunisia surrendered.

Mediterranean.—Pantelleria bombarded by naval force. Allied bombers raided Sardinia and Sicily.

Russian Front.—Soviet Air Force raided rly. junctions at Orel and Lozovaya.

MAY 14, Friday *1,350th day*

Air.—Heavy force of U.S. bombers raided Kiel, Velsen, Antwerp and Courtrai.

Mediterranean.—Fortress bombers made heavy attack on port of Civita Vecchia, nr. Rome.

Australasia.—Sixteen Jap aircraft shot down out of 45 raiding Oro Bay, New Guinea. Australian hospital ship Centaur torpedoed by submarine off Brisbane.

MAY 15, Saturday *1,351st day*

Air.—Strongest force of U.S. bombers to operate from Britain to date attacked Emden in daylight.

Russian Front.—Soviet Air Force raided Briansk, Kremenchug and Dnepropetrovsk.

MAY 16, Sunday *1,352nd day*

Sea.—Admiralty announced loss of submarine Splendid.

Air.—During night of May 16-17 Lancaster bombers breached with mines the Moehne and Sorpe dams in the Ruhr valley and the Eder dam in the Weser valley, causing great floods; eight out of 19 Lancasters lost.

Mediterranean.—Seaplane base at Lido di Roma, near Ostia, bombed.

Burma.—In Arakan British troops raided Maungdaw from the sea.

MAY 17, Monday *1,353rd day*

Sea.—Admiralty announced scuttling of two German blockade runners from the Far East, intercepted by cruisers Adventure and Glasgow.

Air.—U.S. heavy bombers raided Lorient and Bordeaux in daylight.

MAY 18, Tuesday *1,354th day*

North Africa.—Announced that number of Axis prisoners taken between May 5 and May 18 exceeded 200,000.

Mediterranean.—U.S. bombers gave Pantelleria its heaviest raid of the war.

MAY 19, Wednesday, *1,355th day*

Air.—U.S. heavy bombers (unescorted) attacked U-boat yards at Kiel and Flensburg by day. At night Mosquitoes attacked targets in Berlin.

Mediterranean.—In Allied raids on Sicily and Sardinia 29 Axis fighters were reported destroyed in combat and 44 enemy aircraft on the ground.

General.—Mr. Churchill addressed both Houses of Congress in Washington. Mr. Joseph Davies, President Roosevelt's envoy, arrived in Moscow.

MAY 20, Thursday *1,356th day*

Air.—Mosquitoes again bombed Berlin.

Mediterranean.—Flying Fortresses attacked airfield at Grosseto, on Italian mainland, destroying 58 aircraft on the ground.

Burma.—Announced that long-range jungle force of British, Indian and Burmese troops had returned from three months wrecking operations in enemy-occupied territory.

Australasia.—Japanese bombers made abortive raid on Exmouth Gulf, Western Australia.

MAY 21, Friday *1,357th day*

Air.—U.S. heavy bombers (unescorted) bombed submarine yards at Wilhelmshaven and Emden at midday; 12 bombers missing; 74 enemy aircraft destroyed. Mosquitoes again over Berlin at night.

Mediterranean.—U.S. heavy bombers made heavy daylight attacks on airfields in Sardinia and Sicily; San Giovanni and Reggio, in toe of Italy, also raided.

Australasia.—Japanese bombers again attempted to raid Exmouth Gulf.

General.—Announced that Adm. Yamamoto, C.-in-C. of Japanese fleet, was killed in April "in air combat."

MAY 22, Saturday *1,358th day*

Mediterranean.—Airfields in Sicily again attacked by day. R.A.F. raided San Giovanni, Italy, at night.

India.—R.A.F. Hurricanes destroyed or damaged nearly half force of Japanese aircraft raiding airfield at Chittagong.

General.—Moscow announced that Communist Third International (Comintern) was to be dissolved.

MAY 23, Sunday *1,359th day*

Air.—R.A.F. made heaviest air attack of the war on Dortmund by night; over 2,000 tons of bombs dropped in an hour; 38 aircraft missing.

Mediterranean.—Three daylight air attacks on docks and airfields on Pantellaria, followed by night attack; Messina also raided at night.

Home Front.—Sharp daylight attacks by F.W. 190s on two south coast towns.

MAY 24, Monday *1,360th day*

Mediterranean.—Day and night attacks by Allied bombers on ports and airfields in Sardinia. U.S. heavy bombers also attacked San Giovanni and Reggio, in toe of Italy, by daylight.

MAY 25, Tuesday *1,361st day*

Air.—R.A.F. made very heavy night attack on Düsseldorf.

Mediterranean.—Very heavy air attacks on Sicily (especially Messina), Sardinia and Pantelleria. R.A.F. made daylight raid on seaplane base at Preveza, Greece.

U.S.A.—American warships bombarded Chicagof area of Attu Island.

Flash-backs

1940

May 14. *Rotterdam heavily bombed by Luftwaffe; Dutch Army on mainland surrendered; Govt. moved to London.*

Mr. Eden announced formation of "Local Defence Volunteers" (later Home Guard).

May 15. *Germans broke through French lines south of Sedan.*

May 17. *Brussels occupied by Germans.*

May 19. *Gen. Weygand became C.-in-C. of Allied forces.*

May 21. *Germans reached Amiens and Arras, cutting off Allies in north. Gen. Giraud, commander of French 9th Army, captured.*

May 23. *British troops withdrew from Boulogne.*

May 25. *Germans announced closing of ring round Belgian Army, B.E.F., and part of French army.*

1941

May 19. *Italian troops under Duke of Aosta surrendered at Amba Alagi, northern Abyssinia.*

May 20. *German airborne troops landed in Crete.*

May 21. *Maleme aerodrome, Crete, captured by Germans. British naval forces destroyed seaborne convoy.*

May 22-23. *Cruisers Gloucester and Fiji and destroyers Juno, Greyhound, Kelly, and Kashmir sunk by enemy aircraft off Crete.*

May 24. *H.M.S. Hood sunk off Greenland when engaging German battleship Bismarck.*

1942

May 13. *Timoshenko launched offensive in Kharkov sector.*

May 16. *Germans occupied town of Kerch in the Crimea.*

Editor's Postscript

SURELY, I thought the other day, London streets have never been so clean as now, when traffic has been reduced to a minimum, when careful passengers on bus and tram drop their tickets in the boxes provided, so that the stopping-places are no longer strewn with a rich collection of evidences of journeys done; and when the morning's newspapers no longer clutter up the gutter but are "posted" in special receptacles. (For the benefit of posterity let me record that they are collected every evening and distributed free to the canteens, etc., of the men and women in the Services.) Yet only a day or two after I had mentally congratulated my fellow-citizens on their advancement towards litter-consciousness, I read that Mr. Peat, Joint Parliamentary Secretary to the Ministry of Supply, had declared that tons of paper are still being wasted daily through people throwing away cigarette cartons, bus tickets, and other odds and ends. "Our streets are littered with presents to Hitler," is one of the statements he is reported to have made.

LONDON is a big place, and only a taxi-driver of long standing can profess acquaintance with more than a very few of the multitude of nooks and corners that make up its vastness. But I cannot help feeling that Mr. Peat has gone somewhat beyond his brief. He was opening the "Private-Scrap Builds a Bomber" Exhibition at Charing Cross Underground Station, and he may well have felt the necessity for putting a little stimulus into our waste-paper collections. Undoubtedly there is plenty of paper being wasted, every day, every hour. But Mr. Peat should look nearer home. Perhaps he will take note of such an absurdity as the instruction printed on the front of an O.H.M.S. envelope just received from the National Savings Committee. "War Economy," it begins, in black capitals. "Open by slitting along the flap edge. Re-use envelope by sealing with Economy Label." Now this is one of those foolscap envelopes so preferred by Government departments (though to my mind they are most inconveniently shaped) in which the flap is on the long edge. So in order to cover up the slit as directed, an economy label or piece of paper 8¾ inches in length is required. Surely it would be more sensible to urge that the short edge, which is only 3¾ inches, should be the one to be slit open? A little thing doubtless, but not only a Scot knows that many a mickle makes a muckle.

THEN it was unfortunate, to say the least, that on the very day that Mr. Peat was denouncing the paper-wasting habits of the people at large, the newspapers should be carrying richly detailed and illustrated accounts of a certain rubbish dump in the North London district of Hackney. Before the War, it appears, the site of this dump was liable to flooding, and so it was chosen as a suitable place on which to dump the refuse left behind by the months of blitz. The level of the ground would be raised; the unsightly litter got rid of, buried out of the sight of man. But, according to report, included among the materials dumped are such things as small shell-casings with copper bands and brass ends, bolts and washers, lengths of iron and brass piping, copper wire, brass screws, strips of aluminium and duralumin, even iron house railings. For weeks past the "totters," as the men are called who rake over refuse dumps and sell their findings to waste-metal merchants, have been reaping a rich harvest. Where all the stuff has come from no one seems to know; and when the reporter of The Star, which first gave publicity to the matter, inquired of the Directorate of Salvage and Recovery, he says an official told him, "We have no comment to make." It is an extraordinary story; and it wasn't cleared up at all satisfactorily when the matter was raised in the House of Commons. Moreover, the Hackney dump is not the only one, it seems, on which valuable metals are being thrown to waste. Yet it is still an offence to throw away a bus ticket, or the cap off a milk-bottle.

NOW here is a book which cannot but make a very strong appeal to all who are in the least degree air-minded—Elementary Flying Training, published by H.M. Stationery Office, price 9d. It is the manual used in the Royal Air Force by cadets learning to fly elementary trainers, and it is expected that it will make its strongest appeal to young men who aspire to take up air-crew duties in the R.A.F. But it is issued by the Air Ministry and placed on public sale so that all who are interested in flying may have access to an authoritative work on the subject.

ANOTHER of the books that take us "behind the scenes" is Destroyer at War, by Lieut. G. P. Griggs, R.N. (Hutchinson, 5s.). Mr. Griggs tells us that his object in writing was to present a destroyer from within, and to recapture the kind of lives men lead in her—to convey an atmosphere of truth and reality, a portrait of little ships. There I should say he has succeeded. Life on his imaginary H.M.S. Valcarron must be very much the kind of life that is lived on those destroyers you and I are most interested in. So this little book may help to fill some of those gaps in our knowledge of which we are sometimes painfully aware.

COMBINED Ops., we are reminded in Combined Operations 1940-42, recently published by the Ministry of Information (H.M. Stationery Office, 1s.), are no new development in our history, since they are the inevitable consequence of sea-power. Drake in the West Indies in 1585, Essex and Howard at Cadiz in 1596, the capture of Gibraltar in 1704, of Quebec by Wolfe in 1759, and of Cape Town in 1795, were all "conjunct expeditions," to give them the name used in olden times. But never in our history have they been so numerous and so widespread as those which are chronicled in the 144 pages of this excellently illustrated Government publication. The unnamed author—it is understood he is Mr. Hilary St. G. Saunders, who wrote the text of Battle of Britain and other official best-sellers—describes the origin of the Commandos, their training and the most outstanding of their exploits. They began immediately after the fall of France, and since that summer of 1940 Commandos have been in action many a time in places separated by thousands of miles. The French coast and the Channel Islands, Vaagso, Lofoten and Spitzbergen, Tobruk, and the crossing of the Litani River in Syria, Colonel Keyes' superbly audacious and daring raid on Rommel's headquarters, the attack on the radio location station near Bruneval, the Campbeltown's rendezvous at St. Nazaire, the storming of Diego Suarez in Madagascar, the reconnaissance in force at Dieppe, and the landing in North Africa last November—these are all described in this remarkable shillingsworth.

WHEN the official scribe sat down to write the story, the Chief of Combined Operations, we are told, gave but one order: "Bearing considerations of security in mind, see to it that the account is accurate and truthful." That order has been obeyed, no doubt. But, all the same, one wonders why we have had to wait until now for the details of these gallant exploits, when if they had been revealed earlier they would have had the greatly added interest of topicality. It is difficult to see how security could have entered into the matter to any extent, since the Germans must know quite as much as is told here—possibly very much more, since there are gaps in some of the narratives, e.g. that of the St. Nazaire raid, which can be filled in only when the Commandos who are now kicking their heels in German *stalags* come home again. Surely we have a right to complain when the bare bones of glorious deeds of daring are not clothed with flesh until they have passed into history.

IN my last notes I quoted a story going to show that the Navy knows its Shakespeare. Alas, the same cannot be said of those responsible for the production of Combined Operations. Hardly had the first copy reached this office when a colleague of mine with a sharp eye and a retentive memory reported a misquotation in the line of Shakespeare given in the concluding paragraph. As printed it runs, "To win bright honour from the palefaced moon." But what Hotspur really said—you can check the reference for yourself in the First Part of Henry IV, Act I, Scene 3—was not *win*, but *pluck*. This is obviously the right word; it is difficult to see how "win" in this context makes any sense at all. Only a small matter, I know; but I make no bones of declaring that a Government publication ought not to misquote the national poet.

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They Led the Triumphant Host in Tunisia

VICTORS IN CONFERENCE. The three men whose brilliant leadership contributed in so great a measure to our overwhelmingly successful campaign in Tunisia, are here shown conferring at First Army H.Q. in Tunis. In the centre stands Gen. Alexander, Deputy C.-in-C. to Gen. Eisenhower; left is Gen. Anderson, C.-in-C. 1st Army, and right Air Marshal Coningham, A.O.C. Tactical Air Force. *Photo, British Official: Crown Copyright*

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